REGISTERED No. 1—1876.

The Bombay Gazette.

No. 8,475.—New Series. BOMBAY:—THURSDAY, APRIL 6, 1876.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follows:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
Half-yearly	29	Half-yearly	36
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

Single Copy..... 4 As.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs 5 0
Second do.	„ 2 8
Third do	„ 2 8
Forth and succeeding insertions	„ 0 2½ As.

a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ „ „
Third and succeeding	2½ „ „

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.

The scale for Advertisements belonging to any of these classes will be as follows:—

Not exceeding three lines	Re. 1 0
Each succeeding line	„ 0-6 As.

Advertisement exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee* and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

Domestic Occurrences: Each—Rupees 2.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo every week.

The S. S. AVA, 2,600 Tons, 346 H.P., Commander C. M. H. Day, will be despatched on SATURDAY, the 8th April 1876, at 4 P.M.

	April.		April.
Leaves BOMBAY	8	Leaves Tuticorin	16
„ Beitnesshorry	9	„ Colombo	17
„ Vingorla	9	„ Galle	18
„ Goa	9	„ Nagapatam	21
„ Carwar	10	„ Madras	23
„ Mangalore	11	„ Coconada	25
„ Cannanore	12	„ Visagapatam	26
„ Tellicherry	12	„ Bimlipatam	26
„ Calicut	13	„ Calingapatam	27
„ Beypore	13	„ Pondicherry	27
„ Cochin	14	„ False Point	28
„ Allappey	14	Arrives CALCUTTA	30

Cargo for Singapore and China can be booked by the Steamer on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

Also for Batavia, Sourabaya, Tillatjap, Palembang, Penitan-nah, Atcheen, Padang and Moluccos Islands, to go forward by the Messageries Maritime and Netherlands India S. N. Companies.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every week to the Persian Gulf, touching at KURRACHEE, GUADER, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN, and MOHAMERAH.

The S. S. CALCUTTA, 933 Tons, 120 H.P., Commander T. P. Mailer, will be despatched on FRIDAY, the 7th April 1876, at 4 P.M.

	April.		April.
Leaves BOMBAY	7	Leaves BUSREH	26
„ Mormorah	11	„ Mahomerah	28
„ Jask	15	„ Fao	30
„ Bunder Abbas	16	„ Bushire	31
„ Linga	18	„ Linga	May 2
„ Bahrein	19	„ Bunder Abbas	5
„ Bushire	20	„ Jask	6
„ Fao	22	„ Gwader	10
„ Mahomerah	22	„ Kurrachee	13
Arrive BUSREH	23	Arrives BOMBAY	15

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE CALLING AT KATTYAWAR COAST PORTS.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will, during the Fair Season, despatch a Steamer to Kurrachee every FRIDAY, at 4 P.M., and an Extra Steamer on every MONDAY at 5 P.M.

The S. S. CALCUTTA, 933 Tons, 120 H. P., Commander T. P. Mailer, will be despatched on FRIDAY, the 7th April 1876, at 4 P.M.

The S. S. VINGORLA, 378 Tons, 120 H. P., Commander W. R. Sayers, will be despatched on MONDAY, the 10th April 1876, at 5 P.M., calling at Veraval, Porebunder, Mangrole and Outch Mandvie.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY *VIA* SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA, and BOMBAY on the 24th, on the 1st *of each month.*

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	425	215	64	Return Tickets.
Suez	95	72	8	
Port Said	93	64	8	
Malta	80	54	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles	92	65	14-10	

Children under 8 years—free of charge. Children not above 20 years—half fare.

NEXT STEAMERS FROM BOMBAY:—

ARABIA to sail on SATURDAY, 15th April 1876.
BATAVIA to sail on MONDAY, 1st May 1876.
ASSYRIA to sail on MONDAY, 15th May 1876.
AUSTRALIA to sail on THURSDAY, 1st June 1876.
SUMATRA to sail on SATURDAY, 1st July 1876.
BATAVIA to sail on TUESDAY, 1st August 1876.
AUSTRALIA to sail on FRIDAY, 1st September 1876.
SUMATRA to sail on SUNDAY, 1st October 1876.

From the 1st January 1876 Steamers will leave Genoa on the 10th and 24th, and Bombay on the 1st and 15th of every month, until further notice.

All Steamers of this Company have large First and Second-class accommodation; and always carry a Doctor and a Stewardess on board.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For handbooks of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9, Rampart Street,
Bombay, 8th December 1875.

"WILSON" LINE.
FALMOUTH AND HAVRE, VIA SUEZ CANAL.

S. S. XANTHO, 1,800 Tons,
TO LEAVE ABOUT 15TH APRIL.

THE above Vessel will have despatch on the 15th named. She has excellent accommodation amidships for First-Class Passengers only.

RATES OF PASSAGE MONEY, exclusive of Wines and Spirits which can be had on board:—

First Class ..... Rs. 500.

For Passage and further particulars apply to

GRINDLAY, GROOM & Co.
W. NICOL & Co., Agents.

Bombay, 25th March 1876.

LIVERPOOL VIA SUEZ CANAL.

S.S. STRATHLEVEN, 2,300 Tons,
C. W. Pearson, Commander.
(*To leave end of April.*)

THIS New and Splendid Steamer will have despatch the last week of April, and is expected to make a quick passage. She has been built expressly for the Indian trade, and has excellent accommodation for Passengers, both on the main deck and in a Saloon built on deck. She will carry a Surgeon and Stewardess.

FARE TO LIVERPOOL—Rs. 500.

Exclusive of Wines, &c., which can be procured on board at moderate prices. For Passage and further particulars apply to

GRINDLAY, GROOM & Co.
W. NICOL & Co., Agents.

Bombay, 15th March 1876.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE:—

Vessels.	Captains.	Tons.	H.P.	April. 1876.
SIAM	N.W. Hazelwood	3000	500	10th—Southampton.
ASSAM	G. F. Oates	3033	500	17th—Suez, &c.
MALWA	P. S. Tomlin	3283	450	24th—Southampton.
				May.
SAMBRE	A. Symons	3422	400	1st—Suez, &c.
DECCAN	J. D. Gaby	3429	550	8th—Southampton.
PASCOAR	E. J. Baker	3621	450	15th—Suez, &c.
BOKHARA	W. D. Anderson	3928	450	22nd—Southampton.

Passengers are booked to Malta, Gibraltar and Southampton by every Mail. The Southampton Steamers proceed to that port direct; but by the alternate Steamers Passengers change Vessels at Suez.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon, on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M. precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 30th March 1876.

STEAM TO CEYLON, PENANG, STRAITS CHINA, AND JAPAN.

On TUESDAY, the 18th April 1876, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S.S. LOMBARDY, Captain E. M. Gillson (2,723 Tons and 450 H. P.), will be despatched as above, carrying H. M.'s Mails and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged at the Company's Office before noon, on SATURDAY, the 15th April 1876.

GEORGE F. HENRY,
Bombay, 4th April 1876. Superintendent.

BOMBAY TO SOUTHAMPTON VIA SUEZ CANAL.
TO SAIL ABOUT 10TH MAY.

THE attention of Families intending to proceed to England is specially invited to the fine Steamer GALATEA, 2,001 Tons Register, 360 H.P. nominal, classed 100 A 1 at Lloyd's, well-known in the South American Passenger Service as one of the favourite steamers of the Belgian Royal Mail Company. She has superior accommodation for Fifty First Class Passengers, and carries a DOCTOR and STEWARDESS. For Passage apply to Messrs. GRINDLAY, GROOM & Co.

McCULLOCH, BEYTS & Co., Agents

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO LIVERPOOL *VIA* SUEZ CANAL.

THE following or other First Class Steamers of the ANCHOR LINE will sail from GLASGOW and LIVERPOOL to PORT SAID, SUEZ, and BOMBAY, and from BOMBAY to SUEZ, PORT SAID, GIBRALTAR, and LIVERPOOL:—

	From Tons	H.P.	From Glasgow.	From Liverpool.	From Bombay.
MACEDONIA	2272	456	19th Feb.	26th Feb.	8th April.
TRINACRIA	2107	424	18th Mar.	25th Mar.	17th May.
Also—					
EUROPA	2877	424	will sail from Bombay on or about		10th June.
INDIA	2289	500	do. do.	do.	10th July.
MACEDONIA	2272	456	do. do.	do.	10th August

And regularly thereafter, further sailings, being arranged according to the requirements of the trade.

All the Steamers of this Line carry a SURGEON and STEWARDESS, and have superior First-class accommodation fitted with every convenience.

Passengers and Cargo booked through to New York in connection with the Anchor Line Transatlantic Service.

	FARES FROM BOMBAY TO LIVERPOOL.	SUEZ.
FIRST CLASS	Rs. 500	Rs. 350

A reduction of 15 per cent. will be given on Return Passages to all who re-embark by Anchor Line Steamers within twelve months of time of landing.

For Passage, Freight, &c., apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 8th March 1876.

HALL LINE OF STEAMERS.
BOMBAY TO LIVERPOOL.
TO SAIL POSITIVELY ON 3RD MAY,
TRENTHAM HALL.
TO SAIL POSITIVELY ON 24TH MAY,
BRANKSOME HALL.

THE ATTENTION of INTENDING PASSENGERS is particularly called to these fine steamers, which have been specially constructed for the Bombay Trade. They are all built to steam 12 knots, and are expected to make the passage either to or from England in about 95 days.

Each steamer will carry a DOCTOR and STEWARDESS.

For Passage, &c., apply to

W. & A. GRAHAM & Co., Agents.

Homeward Bound PASSENGERS.

GENTLEMEN proceeding to *EUROPE* are invited to inspect the splendid Stock of *TRAVELLING REQUISITES*, of the Best Manufacture, which can always be obtained at

A MOMENT'S NOTICE,
Ready for *Immediate Use.*

A detailed list of Our Celebrated Travelling Kit forwarded on application, Post Free to any part of India.

Light Suits for the Red Sea, or Warm Suits for the Mediterranean made to order in a few hours ..... from { Rs. 8. 15 0 to 45 0

ASQUITH & COMPANY,
SHIRTMAKERS & OUTFITTERS.
The Overland Kit Warehouse,
8, RAMPART ROW, BOMBAY.

SALES BY AUCTION.

CRAWFORD AND COMPANY.
2, MARINE STREET, BOMBAY.

SALE OF TEAK PLANKS, BOARDS AND SCANTLINGS.

THIS DAY, THURSDAY, the 6th instant, at 4 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction, on account and at the risk of the first purchaser, Memon Abdool Rhaman Dada, at the Masagon Darookhana and at the Tank Bunder.

A quantity of Teak Scantlings. Planks and Boards of 3 by 1 4 by 1, 5 by 1, 10 by 3 and other sizes, measuring in all about 40 tons, in small convenient lots to suit the requirements of purchasers.

USUAL AUCTION SALE.

On MONDAY, next the 10th instant, at 2 P.M., Messrs. CRAWFORD and Co., will sell by Public Auction at their rooms:—

20 bales grey shirtings.
15 bales grey choties, 5 to 10 yards.
3 cases printed muslin.
5 cases T. Red cambrics, 28 yds.
1 case imported hemmed and washed handkerchieves of different numbers will be sold in small lots.
30 cases Kloss and Foresters extra dry champagne in quarts.
15 do. do. in pints.
5 new sewing machines on stands.

AUCTION SALE of valuable and handsome household furniture, best plated, glass and porcelainwares, carriages and horses (if not previously disposed of privately) a few plants, &c., at "The Rock," Tank Bunder Road, opposite the Sassoon's Mills.

On TUESDAY, the 18th instant, sale commencing at 1 P.M., Messrs. CRAWFORD and Co., will sell by Public Auction, at his residence, at "The Rock, Tank Bunder Road" the valuable and handsome household furniture, carriages, horses, plants, &c., of Dr. E. W. Goerling, proceeding to England.

Full particulars will appear hereafter. Catalogues will be printed and the property will be on view 4 days before the day of sale.

CRAWFORD & Co.

Bombay, 6th April 1876.

MENESSE AND COMPANY.

THIS DAY, THURSDAY, the 6th instant, Messrs. MENESSE & Co. will hold their usual Weekly Auction Sale at their rooms, a quantity of grey and coloured piece goods, twist, &c., &c.

1 bale Turkey Red twist.
5 bales indigo blue twist.
7 bales grey Choties, 9 by 5.
8 bales 10 by 50.
A quantity of household blackwood furniture.
1 case white dorias.

By order of James Flynn, Esq., the receiver to the estate of the late Mr. Cawasjee Nanabhoy Davur.

1 large iron safe of 2 Doors, by "W. Marr," 4 feet 4 inches by 3 feet.
1 iron safe with chubb's keys 9½ + 2 feet.
On account of the underwriters.
L.A.—4-9-8. 3 cases damaged cochineal, ex s.s. "Pekin."

AUCTION SALE OF HOUSEHOLD FURNITURE, &c.

TO-MORROW, FRIDAY, the 7th instant, at 2 P.M., Messrs. MENESSE and Co. will sell by Public Auction, in the Bazaar Building Back Door, opposite the Mint, the household furniture, &c., of Mr. D. Maynard, changing his residence, the same consists of blackwood carved tables, chairs, teapoy, camp cot, pier, wardrobe, sofas, screen, lamps, glassware, crockeryware, &c., &c.

The above will be on view three days previous the sale.

MENESSE & Co.

Bombay, 6th April 1876.

HOUSES TO BE LET.

HOUSE TO LET.—The BUNGALOW, No. 7, Clare Road, Byculla, from 1st June 1876, at present in the occupation of M. Ogilvie, Esq.

For particulars apply at No. 7, Church Gate Street, Fort.

Bombay, 8th March 1876.

NEW ADVERTISEMENTS.

FORT THEATRE,
APOLLO STREET,
ENTRANCE TO THE ENGLISH HOTEL.
TO-DAY, THURSDAY, 6TH APRIL.
STAR COMPANY.
A KISS IN THE DARK,
LUCRETIA BORGIA;
OR,
LA GRANDE DOCTRESSE.

PRICES OF ADMISSION.

First Class.....Rs. 2 | Second Class .....Re. 1.

Doors open at 8-30. Performance to commence at 9 o'clock punctually.

N. B.—Extra Tramway Cars leave from Elphinstone Circle and Church Gate Street after the performance.

PUNKAHS IN FULL SWING.

GRANT ROAD THEATRE.

FAREWELL BENEFIT
AND POSITIVELY LAST APPEARANCE OF
BARONESS SERS.

On which occasion
Miss ROSA COOPER AND Mr. LIONEL HARDING
Will give their
DRAWING-ROOM ENTERTAINMENT, ENTITLED:
MATRIMONY.

The BARONESS SERS will appear on this occasion as ROSA DRAMATICUS,
and in scenes from Macbeth.
Full Programme in To-morrow's issue.

NOTICE OF REMOVAL.

MESSRS. CHALK and TURNER, Solicitors, have REMOVED their Office to No. 17, CHURCH GATE STREET, FORT.

CAUTION.

PERRY DAVIS' GENUINE PAIN-KILLER, of inestimable value in cases of incipient Cholera, Dysentery, Rheumatism, Bowel Complaints, internal and external pains and many other diseases.

The high reputation of this invaluable medicine have led to many spurious imitations, the chief of which are:—

Messrs. G. M. and E. DAWOOD'S PAIN-KILLING ELIXIR,

E. A. and Co.'s PAIN CURER,

which are passed under the name of NATIVE PAIN-KILLER. These are spurious articles and the public are cautioned against purchasing them. The Genuine Pain-Killer has the name DAVIS impressed on the bottle.

DOSSABHOY MERWANJEE & Co.,
Sole Agents.
7, Parsee Bazaar Street.

THE ALBERT MILLS COMPANY, LIMITED.

NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, No. 5, Hornby Row, on THURSDAY, the 13th instant, at 3 o'clock in the Afternoon, for the following purposes:—

To consider what is the present financial position of the Company and what was its position on the 11th day of October last, when a Dividend of Rs. 175 per Share was declared; and if the Meeting shall be of opinion that the said Dividend should not have been declared, then to pass the following Resolution, viz:—

That the Resolution passed at the Meeting held on the 11th day of October 1875, "that a Dividend of Rs. 175 per Share be declared and made payable on and after the 4th November next," be and the same is hereby rescinded.

By Order of the Board of Directors,
C. & F. DINSHAWJEE,
Secretaries and Agents.

THOMSON & TAYLOR HAVE the pleasure to announce the arrival, per S.S. ASSAM, of FRESH SUPPLIES of the undernoted Goods:—

SAVORY AND MOORE'S INFANTS' FOOD.
MELLIN'S EXTRACT FOR INFANTS' FOOD.
DU BARRY'S REVELENTA ARABICA.
DR. SIEGERT'S ANGOSTURA BITTERS.
HENRI MATTONI'S CARLSBAD SALTS.
LAMPLOUGH'S PYRETIC SALINE.
HONEYCOMB BATH SPONGES.
DINNEFORD'S FLESH GLOVES AND STRAPS.
MATTHEW'S GOAT'S HAIR GLOVES.
LAMBERT AND BUTLER'S CUT TOBACCOS.
ANGLO-SWISS CONDENSED MILK.
FRIEDRICHSHALL BITTER WATER.
PULLNA WATER.
CARLSBAD WATER.

THOMSON & TAYLOR,
CHEMISTS AND DRUGGISTS,
DEALERS IN ALL GOODS CONNECTED WITH PHARMACY.
RAMPART ROW, BOMBAY.

SPECIAL SHORT ADVERTISEMENTS.

DUTCH (VALKER) BEER. The price of this excellent Beer is reduced to Rs. 4 per dozen quarts. ALDRIDGE, SALMON & Co.

LARGE well FURNISHED BUNGALOW TO LET, up to end of June. Rent Rs. 125 per month. Apply by letter to "BETA," *Bombay Gazette* Office.

WANTED, a ROOMY BROUGHAM, with a gentle ARAB HORSE. Turn-out not to exceed Rs. 1,000. Apply to "R.," care of *Bombay Gazette*.

FOR SALE—Just received, FRESH ITALIAN VERMOUTH and MARSALA WINES. Best qualities. Apply to Godownkeeper, C. GRONDONA, 9, Hummum Street.

FOR SALE, a CHILD'S PONEY, Silver Grey, very handsome, also broken to Harness. Apply at the BYCULLA COMMISSION STABLE.

FOR SALE, a FAST TROTTER MARE, 15-2, young, nice Dog Cart and Saddle Horse. Apply 5, Meadow Street.

DeSOUZA'S plain and wholesome food
Dull appetite will whet,
Pure drinks to wet the thirsty throat
At Matheran you'll get.

HOTELS.

MALABAR FAMILY HOTEL,
BREACH CANDY, MALABAR HILL,
BOMBAY.

THIS HOTEL is located in the finest, coolest, most healthy and fashionable part of Bombay. "It is close to the sea," and surrounded by Gardens and beautiful Scenery.

The Rooms are very large, and fitted up with every home comfort.

Testimonials, with view of Hotel, forwarded on application. The distance is within half an hour's drive of the Fort, and fifteen minutes from the G. I. P. and B. B. & C. I. Railways.

Terms—Moderate.

W. H. SARGENT,
Proprietor.

THE BYCULLA HOTEL,
BELLASIS AND CLARE JUNCTION.

JEEVANJEE & Co., Byculla.

ALEXANDRA HOTEL, MATHERAN.

MR. J. C. PINTO, the Proprietor, begs to inform the Public that the above Hotel is now OPEN to VISITORS. There are three separate Bungalows attached to the Hotel, well adapted for Families, for whose comfort every care is taken. The Hotel is well situated, occupies a central position and is, therefore, very conveniently placed within the reach of several POINTS. It is also almost round to the Station and is a breezy location, under the shade of large trees, which diminish the glare and keep the extensive compound always fresh and cool. Mr. Pinto undertakes to look after Bungalows on the Hill at a charge of Rs. 30 per annum.

COMFORTABLE PHAETONS AT SPECIALLY REDUCED RATES
FOR
MAHABLESHWUR.

THE Undersigned begs to inform his numerous Patrons and Customers, that he has added a very large number of select HORSES and Comfortable CARRIAGES to his already large ESTABLISHMENT to meet the increased demand of the coming MAHABLESHWUR SEASON, and is now prepared to premises arrangements for PHAETONS, from POONA to MAHABLESHWUR, at the REDUCED RATE of Rs. THIRTY-FIVE per Phaeton including all charges, such as Tolls, Coolies, &c.

This specially Reduced Rate will be available to those of his *patrons only* who will kindly book their orders *during the Current Month*, so as to enable the undersigned to make needful arrangements for supplying the conveyances.

FRAMJEE ARDASEER,
Government Mail Contractor,
Between Poona and Bolgaum,
Dhond and Ahmednugur,
Sherool and Mahableshwur.

Poona, No. 25, Civil Lines, 1st February 1876.

TREACHER & COMPANY, LD.,
WINE MERCHANTS.

BY APPOINTMENT.

ESTABLISHED IN THIS PRESIDENCY FOR HALF A CENTURY.

REVISED LIST—MARCH 1876.

SHERRIES.

	Cash Prices. Per Dozen. Quarts.	Pints.
AMONTILLADO, superior, very old and choice ..... Rs.	37 0	...
OLOROSO, pale, soft, fine flavour	37 0	...
MANZANILLA, very dry and pale	31 0	...
GOLDEN, a rich nutty-flavoured Dessert Wine.	29 0	...
OLD DRY, very superior, soft and dry	29 0	...
VINO DE PASTO, a good generous Dinner Wine	26 0	...
PALE DINNER, an excellent high Wine for general use	23 0	...
YELLOW SEAL, pale and light	17 0	...
MARSALA	17 0	...
MADEIRA, E. India, selected, old and very fine.	33 0	...

PORTS.

SUPERIOR OLD, tawny, with fine bouquet and character ..... Rs.	33 0	18	0
FINE OLD, possessing good body and flavour ...	28 0	15	8
WHITE SEAL, rich and fruity	19 0	...	

CHAMPAGNES.

TREACHER & Co.'s Finest Creaming ..... Rs.	45 0	25	0
Do. do. half pints	...	14	0
PERRIER JOUET AND Co.'s Finest Dry.....	45 0	25	0
F. GIESLER & Co.'s "for India" brand.....	46 0	25	0
DRY SILLERY	40 0	22	0
FINE SPARKLING	34 0	...	
SUPERIOR SPARKLING SAUMUR.....	29 0	16	0
SPARKLING SAUMUR	26 0	...	

CLARETS.

BORDEAUX { Excellent Cup or PETIT MEDOC { Breakfast Wines } ..... Rs.	9	8	...
	12	0	7 0
MEDOC, Superior.....	15	0	9 0
CHATEAU LAGRANGE (Good Dinner Wine)...	20	0	11 0
CHATEAU LAROSE { Superior After }	25	0	14 0
CHATEAU MARGAUX { Dinner Wines }	30	0	16 0

BURGUNDIES.

CHAMBERTIN..... Rs.	28	0	15 0
POMMARD	25	0	13 8
MACON	23	0	12 8
BEAUNE	18	8	10 8
CHABLIS	17	0	...
RICH SPARKLING BURGUNDY, Red or White	38	0	21 0

HOCKS.

SUPERIOR SPARKLING ..... Rs.	35	0	19 0
FINEST SPARKLING EHRENBREITSTEIN.	43	0	23 8
JOHANNISBERG (STILL).....	42	0	23 8
LIEBFRAUMILCH „	37	0	19 8
NIERSTEIN „	26	0	14 0
HOCHHEIM „	25	0	13 8
STEINWEIN (Glass Jugs),, ...	24	0	...
LAUBENHEIM „	17	8	10 0

MOSELLES.

	Cash Prices. Per Dozen. Quarts.	Pints.
FINE SPARKLING ..... Rs.	35 0	...
SUPERIOR SPARKLING	34 0	19 8
FINEST SPARKLING NONPAREIL	40 0	22 8
SCHARZBERG (STILL)	33 0	17 8
SUPERIOR MOSELLE „	29 0	15 8
MUSCATEL MOSELLE „	..	14 0
WINNINGEN „	21 0	...

SAUTERNES.

HAUT SAUTERNES, very rich and fine .....Rs.	31	0	...
SAUTERNES, delicate flavour	23	0	...
BARSAC, light Table Wine.....	19	0	...

SPIRITS.

COGNAC, Fine Old Pale, a choice matured Spirit .....Rs.	30	0	...
COGNAC, Old Pale.....	27	0	...
COGNAC, Pale	23	0	...
GIN, London Old Tom	18	8	...
HOLLANDS GENEVA, per case of 15 large flasks	27	8	...
RUM, Finest Old Jamaica.....	22	0	...
WHISKEY, Irish.....	22	8	...
WHISKEY, Scotch.....	20	0	...
HENNESSY'S BRANDY.....	26	0	...
MOUNIE'S Vine Leaf do.	26	0	...
MARTELL'S do.	26	0	...
EXSHAW'S No. 1 do.	36	0	...

LIQUEURS AND BITTERS.

	Per Bottle.	
CURACAO, Amsterdam, Orange or White.....Rs.	4	0
MARASCHINO DI ZARA, (the finest)	3	12
CHERRY BRANDY, best Copenhagen.....	2	12
CHARTREUSE from the { Green	7	0
Monastery ..... { Yellow	5	8
GOLD WATER, Dantzig Brandy	3	8
CREME DE NOYEAU	3	8
CREME DE CITRONELLE	3	4
CREME DE ROSE	3	4
CREME DE VANILLE.....	3	4
ANISETTE	3	4
VERMOUTH.....	1	4
MILK PUNCH.....	...	1
FREEMASONS' LIQUEUR	...	1

	Per Dozen.	
GINGER WINE	17	0
ORANGE WINE.....	...	
ORANGE BITTERS	18	0
ANGOSTURA BITTERS.....	44	0
POMALO AND ORANGE BITTERS CONCENTRATED, T. & Co.'s ..... { ½ Pints.	...	12
BRANDY BITTERS.....		12
WINE BITTERS.....		12

A variety of other Liqueurs in Stock.

SPECIAL QUOTATIONS TO MESSES, CLUBS, AND TRADERS.

BOMBAY, BYCULLA AND POONA.

NOTICE.

H. M. THE KING OF PORTUGAL has for some time accorded his PATRONAGE to one of the oldest Houses in the Island of MADEIRA—Messrs. LEAL BROS. & Co.—now that nine consecutive good VINTAGES have occurred since the recultivation of the vineyards, are desirous of prominently bringing their Wines before Indian consumers, who sometime since were the largest buyers of this Wine. Messrs. LEAL BROS. & Co. have APPOINTED US their SOLE AGENTS IN INDIA. We shall shortly receive sample casks of their shipment such as—

Ordinary.	Old Ordinary.
South Side.	Reserve.
Old Reserve.	Rare.

In the meantime we shall be glad to hear from buyers as to their requirements for bottling.

The WINES will be shipped in PIPES, HHDS., QUARTER CASKS, and OCTAVES.

Our Home Partners advise us they can confidently recommend Messrs. LEAL BROS.' WINES, having carefully gone through their STOCKS.

Referring to the above a supply has just been landed of the following:—

	In Bond.	
M Young Madeira ... ...Rs.	103	Per Qtr. Cask.
C.M do. do. ... ... „	122	„ „
O.M Old do. ... ... „	142	„ „
S Choice South-side Madeira... ... ... „	174	„ „
O S very Choice old, South-side Madeira ... ... „	105	„ Octave.
R „ „ and highly flavored Reserve do.... „	120	„ „
O R „ „ „ „ „ „ „	136	„ „
E O R „ „ „ Extra „ „ „ „	148	„ „
Patherinho, delicately flavored, Pale ... „ ... „	90	„ „

CUTLER, PALMER & Co.

BONA FIDE CLEARANCE SALE.

M. BRESLAUER & CO.

HAVE determined to CLEAR their STOCK of FANCY GOODS and to confine themselves in future to the sale of PIECE AND DRESS GOODS.

The whole of this Stock of Miscellaneous Goods is offered AT ENGLISH COST PRICES.

NO REASONABLE OFFER WILL BE REFUSED.

M. BRESLAUER & CO.

THE BOMBAY MUSICAL DEPOT,
10, MEADOW STREET, FORT, BOMBAY.

S. ROSE & Co. beg to inform their numerous Constituents that they are in receipt of further supplies of

The Genuine Grand Square "Sympathetic" Pianoforte.

These Noted Pianos are guaranteed to stand the climate in any part of India. They are unrivalled for Tone, Touch, Finish, and Durability.

New and Second-hand Pianofortes.

Grand Square Pianofortes by Broadwood and Sons, or by Collard and Collard ..... from Rs. 250 to Rs. 550
Semi-Grand Pianofortes by Broadwood and Sons, Collard and Collard, or by Stodart ..... from Rs. 300 to Rs. 450
Full Grand Pianofortes, by Collard and Collard, Broadwood and Sons, or by Stodart ..... Rs. 450 to Rs. 1,200

Pianofortes sold on the New System of Hire. Terms on application.
Repairs of every description of Musical Instruments by experienced European Assistants.

The New Alexandre Organ.

Solid Walnut Resonant Case, Type C, Compass 6 Octaves, F to F, size 3 feet 6 inch wide; 1 foot 5 inch deep; 3 feet 2 inch high, 3 stops ..... Net Cash ... Rs. 400
Solid Walnut Resonant Case Compass 5 Octaves, F to F; 9 Stops—Flute; Lieblich Gedact; Dulciana; Vox Humana; Gamba, Diapason; Principal; Sub Bass; Automatic Swell; Knee Swell. The tone is soft and full. The wind easily sustained..... Net Cash... Rs. 800

Alexandre's Harmoniums.

	Rs.
Solid Oak Case, 5 Octaves, compass C to C and 2 blowers.....	100
Solid Oak Case, 5 Octaves, Compass C to C and 2 blowers, Broad Reed, Sup rio finish.....	120
Solid Mahogany Cases. 5 Octaves, Compass F to F, 2 blowers, Broad Reed, superior finish	140
Solid Oak Case, 5 Octaves, Compass F to F, 3 blowers, 8 Stops, Organ toned.....	200
HARMONIUM "EXPRESSIF." In handsome Rosewood Case. 5 Octaves Compass C to C with 6 Stops, Wind Indicator and Pedal Protector	800
Church Harmonium,

COMMERCIAL INTELLIGENCE

WEDNESDAY EVENING, 5TH APRIL 1876.

THE Liverpool Cotton Market continues dull; the sales yesterday only reaching 6,000 bales, spot quotations showing a decline of 1/16d. per lb. in G. F. Ginned Broach, G. F. Ginned Dharwar, G. F. Hingunghaut and Mid. Orleans. Arrivals were also 1/16d. lower. Good Fair Omra with the G. F. clause April-May shipment via Cape being quoted at 4 15/16d. and Good, with the F. G. F. clause, April-May shipment Canal, at 5 3/16 per lb. This morning's market opened very dull: probable sales 8,000, actual imports 9,000 bales.

From New York, yesterday's telegram quotes Mid. Uplands on the spot at 13¾ cents; May shipment at 13¾ cents, an apparent decline of 3/16; but we are inclined to think the previous day's quotation of 13 11/16 a mistake, 13 9/16 cents per lb, being more likely the correct rate. Gold and Exchange on London are unaltered. The receipts of Cotton at the ports to date are as follows:—

	1876	1875	1874
Yesday's Receipts ...	7,000	8,000	8,000
Four days' do. ...	31,000	21,000	28,000
Total since 1st Sept. ...	3,789,000	3,295,000	3,447,000

The Manchester Piece Goods Market is very dull, but yesterday's quotations are the same as on Friday last. The London Coffee Market is irregular, quotations showing a decline of 1s. in Mid. Plantation Ceylon and 2s. per cwt in Mysore. Cocoanut Oil and in Seeds the quotations confirm the previous day's decline.

A further payment of £214,000 has gone into the Bank of England, making £622,000 paid in since last return. The previous position of the Bank was already strong, and these heavy payments render a reduction in the Bank rate at to-morrow's Board Meeting very probable.

CONSOLS this morning are quoted at 94¼. French Rentes at 104¾. For Bar Silver there has been no quotation for some days past.

The failure was announced here this morning of the firm of native merchants trading under the name of Callianjee Pitamber. The liabilities are estimated at 4 lacs, but the creditors are mostly well secured, and the deficiency is not expected to be heavy. Nothing of any importance is owing to Banks or European Firms.

STERLING EXCHANGE to-day has been a shade firmer, and in some cases rates at the close are quotably 1/16d. higher. In the morning business opened at yesterday's figures, but an indisposition on the part of the Banks to buy largely pending the results of to day's biddings for Council drafts rendered the tone of the market firmer. The general opinion seem to be that Councils, or at all events telegraphic transfers, will be placed at 1s 8¾d, and to day's rates are based on that assumption; but with the prospect of cheaper silver at no very distant date, we question very much whether this level can be supported over one or two biddings, as the tendency, now that the Government programme is known, will be to discount the inevitable decline at the close of the export season. We quote to day for Bills on London:—

Bank Bills, on demand. ...	1s 8¾d	per Rupee.
Ditto, 6 months' sight	1s 8 27-32d.	,,
Credits, 3 months' sight	1s. 8¾d.	,,
Documents, 3 months' sight.	1s. 8¾d.	,,

On Calcutta we make no change, no business having been reported; demand 99 13-16, 60 days' sight 98⅞.

GOVERNMENT PAPER is steady at yesterday's prices, but as yet buying is confined to small amounts in the bazaar. We quote:—Fours, Rs. 99; Fours-and-a half, Rs. 100; Fives-and-a half, Rs. 102¾.

The SHARE MARKET is firm with a moderate business doing. Bank of Bombays are in active request at an improvement of ¼ per cent. Nationals are firmer at a recovery of Re. 2 per share. Land Companies and Press Companies are quiet at unaltered values. For Spinning and Weaving Scrip the enquiry is active, and a general improvement of Rs. 5 to Rs. 10 per share. The Oriental Spinning and Weaving Co have declared a dividend for the half year of Rs. 60 per share, equivalent with the interim dividend previously paid to 16 per cent. per annum.

COTTON to-day has been very dull. Buyers have been indisposed to do business unless at a reduction of Rs. 2 to Rs. 3 per candy, which sellers have declined to concede, and the result is [illegible] purchases have been effected. [illegible]terday were 15,464 bales, making [illegible] bales for the five days.

[illegible]mmer continue strong and [illegible] being now the current rate [illegible] no improvement, however, [illegible] anticipated. By Cape the [illegible] at 5 3/16 from and 4 15/16 [illegible] ships for Liverpool.

[illegible] moment are almost a dead [illegible] operating in the most sparing [illegible] nominally are unchanged.

SHIPPING INTELLIGENCE.

THE SHIP ISABELLA MOFF, 1,153 tons, Captain S. Groves, sailed yesterday for Rangoon, in ballast.

THE A. H. LLOYD'S S.S. JUPITER, Captain M. Calvi, from Trieste, left Aden for Bombay on the 4th inst. at 6 P.M.

THE S. S. PEARL 366 tons, Captain W. Ashton, sailed yesterday for Coast and Carwar, with a general cargo and fifteen deck passengers.

THE S. S. PEHLWAN, 101 tons, Captain J. DeCosta sailed yesterday for Coast and Cutch, with a general cargo and fifty deck passengers.

THE S. S. GORUN, 163 tons, Captain G. J. Baker, arrived in harbour yesterday, from Coast and Cutch, last and one hundred and twenty deck passengers.

THE S. S. MADELINE, 845 tons, Captain W. Borff sailed yesterday for Havre via the Suez Canal with a cargo of 5,510 bales cotton, 6,000 cwts. linseed, 130 cwts. horns and general cargo.

THE SHIP PRINCE OSCAR, 1,292 tons, Captain T. Fowles, will sail to-day for Liverpool with a cargo of 6,952 bales cotton, 52 bales wool, 1,779 cwts myrabollams, 36 cwts rapeseed, 6,602 cwts linseed and general cargo.

THE P. AND O. Co.'s S. S. LOMBARDY, 1,726 tons, Captain E. M. Gillson arrived in harbour on the 4th instant, from China, &c., with China Mails, general cargo and the following passengers:—Mr. C. H. Barnett, Mr. P. Sacconi, and six natives.

THE S.S. COSMOPOLITE, 1,017 tons, Captain R. Kitcham, which arrived in harbour on the 4th instant, from Newcastle (February 29), calling at Malta and Port Said, via the Suez Canal, brought a cargo of 1,640 tons coals. The vessel is consigned to the Captain.

ARRIVALS.

April	Vessels.	Commanders	From.
4	Lombardy (s)	Gillson	Shanghai, March 10.
5	Ocorn (s)	Baker	Mandvee, April 3.
	Philosopher	Evans	Calcutta, Feb 15.

DEPARTURES.

April	Vessels.	Commanders	Destinations.
5	Nubia (s)	Hall	London.
	Pehlwan (s)	DeCosta	Coast and Cutch.
	Madeline(s)	Borff	Havre.
	Pearl (s)	Ashton	Coast and Carwar.
	Isabella	Groves	Rangoon.

The ship Prince Oscar, Fowles, to Liverpool, obtained her port clearance yesterday.

The following vessels were entered out for loading yesterday:—Steamer Assam, to Aden and Suez. Ship Dimapore, to Aberdeen.

CALCUTTA.

ARRIVALS.

Mar.			
31	Burmah (s)	Gray	Moulmein, March 25.
	Alfred Michel	Serenou	Bombay, Jan. 14.
	James Service	Gaster	Melbourne, Feb. 6.

DEPARTURES.

Mar.			
31	Almora (s)	...	...
	Jura	...	...
	Magnolia	...	...

DAILY IMPORTS.—APRIL 5.

FROM LIVERPOOL

Prince Oscar—2 cases sherry wine, 2 cases brandy and 6 bolts canvas sail, Dustomjee Bomanjee and Co.

Arab Dhad s—15 casks hardware and 2 cases cotton ball thread, E-malie Essoobhoy; 60 cases brandy, Jemsetjee Nowrojee; 6 cases sewing thread, H Cawson and Co; 15 cases sewing thread, Bomanjee Shapoorjee.

Macedonia s—2 bhds earthwine, Dhunjeebhoy Cowasjee; 8 casks hardware, Hassomally Lalljeeya.

FROM LONDON.

Earl King s—1 case medicine, Bhicoo Sapha and Co.

Cordelia s—2 bales wall paper, Dossabhoy Sullimanjee.

Jean s—2 bales wall paper Abdool Hassum Tyebjee.

Thames s—2 packages hardware, C Mackenzie and Co.

Assam s—10 cases whisky, Muneeckjee Jamsetjee; 22 cases moselle, 10 cases port, 13 cases sherry and 5 cases whiskey, Cutler, Palmer and Co.

FROM TRIESTE.

Ettore s—20 bales printing paper, 6 cases dye, 60 cases hock and 40 cases beer, A C Gu pert; 5 cases light wine, Merwanjee and Co; 20 cases beer, Bell, Brandenburg and Co.

FROM BORDEAUX.

Batavia s—100 cases brandy Jemsetjee Nowrojee.

Precurseur s—40 cases brandy, C Bonneville and Co.

FROM GLASGOW.

Macedonia s—8 stoves and 2 packages hardware, J. Neuberg; 4 casks oil manstore, Polton and Co.

DAILY EXPORTS.—APRIL 5.

FOR LIVERPOOL.

Flying Venus—58 bales cotton, Jairam Dayal.

Persia—16 bags linseed, Framjee Sands and Co.

Tarsh Emerine—200 bales cotton, E Spinner and Co.

Centurion—200 bales cotton, Campbell Mitchell and Co

Northbrook—300 bales cotton, Killick, Nixon and Co; 250 bales cotton, Ewart, Latham and Co; 150 bales cotton, Greaves, Cotton and Co.

British Ambassador—383 cwts myrabollams, Jetha Purshotum.

H Haunfinger s—100 cwts coir yarn Runchardas Khetsee; 41 bales wool, Shapoor Veerjee; 24 bales wool, Mooljee Ramdass; 60 bales wool, Laljee Mugjee; 60 bales wool, Keswoljee Dhunjee; 70 bales hemp, Cama Sett, Mitchell and Co; 300 bales cotton, Gaddum and Co; 200 bales cotton, Pell, Cassels and Co; 100 bales cotton, Dewjee Bhoorajee and Co; 250 bales cotton, Lyon and Co; 39 bales cotton, Goculdass Gullianjee; 85 bales hemp, Laljee Naronjee; 80 bales wool, Jetha Pershotum: 120 cwts myrabollams, H. Tolsedass.

Egbert s—375 cwts galls, Nuthoo Soonderjee; 400 cwts bones, Shapoorjee Bomanjee and Co; 110 bales cotton, Narranjee Bhimjee; 690 bales cotton, Gaddum and Co; 375 cwts myrabollams Ritchie Steuart and Co; 319 bales cotton, Killick Nixon and Co.

Prince Frederick—200 cotton bales, Lyon and Co.

Macedonia s—1,668 bundles rattan. Cursandass Nensey; 2,000 cwts wheat, Finlay, Scott and Co; 140 bales wool, Ebram Nowrojee and Co; 250 bales cotton, Peel Cassels and Co; 50 bales cotton, Balli Brothers; 200 bales cotton, D Ghandy and Co.

Dunravan s—43 bales cotton, Lalljee Dudha.

Guy Mannering, s—100 bales cotton, Cooverjee Mowjee; 250 bales cotton, Stearn Hobart & Co; 210 bales cotton, Goculdass Gullianjee.

Aldersgrove s—350 cwts linseed, Killick, Nixon & Co; 122 cwts coir yarn, Canjee Lilladhur; 1,000 bales cotton, Peel, Cassels & Co; 400 bales cotton, Finlay, Muir & Co.

FOR LONDON.

Nubia s—3 cases shawls, Sewnath Punsalall; 5 cases shawls, Purmashawrdass Jugnath; 6 cases shawls, Roognath Kessoo jee; 15 cwts myrabollams, Esack Joosub.

Xantho s—1,000 bales cotton, W Nicol & Co.

Siam s—93 cwts ambahuldee, Taleb Arbee; 6 bales hides, Hassum Oomer; 6 bales hides, N Jehanger; 582 slabs tin, P & O Co; 10 bales hides, Nanabhoy Allarkhia.

FOR FALMOUTH.

Gadshill—1,000 bales cotton, Gaddum & Co.

FOR ABERDEEN.

Dinapore—16,071 cwts linseed, Ralli Brothers.

FOR PORT SAID.

Gadshill s—150 cwts linseed, Finlay, Scott and Co.

Romulus s—720 cwts linseed, Wallace and Co.

FOR HAVRE.

Xantho s—300 bales cotton, Stearn, Hobart and Co; 50 bales cotton, Beacherdass Ambaidass.

Villant—100 bales cotton, Ewart, Latham and Co; 400 bales cotton, Gaddum and Co.

Siam s—500 bales cotton, George Lockhart and Co; 600 bales cotton, Gaddum and Co.

Octavia—450 bales cotton, George Lockhart and Co.

FOR MARSEILLES.

Assam s—111 bags coffee, P and O Co.

Madras s—2000 cwts ground nuts, Ralli Brothers.

Asia s—500 bags teaseed, Finlay, Scott and Co.

Arabia s—411 bales cotton, Gaddum and Co.

FOR GENOA.

Arabia s—900 bales cotton, Finlay, Scott and Co; 100 bales cotton, W and A Graham and Co.

FOR VENICE.

Ettore s—50 bales cotton Vinay and Co; 50 bales cotton, Volkart Brothers.

FOR TRIESTE.

Assam s—334 bags coffee, P and O Co.

Ettore s—311 bales cotton, Knoop and Co; 100 bales cotton, Jules Siegfried and Co; 150 bales cotton, Finlay, Scott and Co; 100 bales cotton, E Spinner and Co.

FOR NAPLES.

Assam s—80 bales cotton, P and O Co.

FOR ODESSA.

Ettore s—500 bales cotton, Knoop and Co.

FOR UNITED KINGDOM.

Parthia—22,500 cwts linseed, Ewart Latham and Co.

FOR SUEZ.

Ettore s—2 pots coolfa oil, Woomerbhoy Chandabhoy; 2 cases indigo, Abdool Cassum Sheerajee; 6 pots rosa oil, Lullobhoy Mooolchund.

FOR HONGKONG.

Ava s—5 cases peacock feather, Hassum Noormamed.

HIGH COURT.—6TH APRIL.

Before the Honourable Sir CHARLES SARGENT.

LONG CAUSES.

527-75—Macfarlane and Pollock—Purmanundass Jewandass vs Nowrojee Dhunjibh y—A Framjee.

565-73—Muljee and Bomonjee—Hurdas Nursingdas vs Hajee Curimdeena Sooleman—Lynch and Tobin.

26-76—Jefferson and Payne—Veerjee Jairam vs Cowasjee Lidhdhurand others.

418-75—Shamrao P—Henry Gamble vs Pandrinath Ramchund—Tyabjee and Sayani.

453-75—Balerishna and B—Chaganlall Vishwanath vs Motiram Damoodar and others—Chalk and Turner.

Before the Honourable Mr JUSTICE BAYLEY.

SHORT CAUSES.

36-76—Crawford and Bovey—Dharsey Hemraj v Soonderjee Jetha—Tyabjee and Sayani.

620-75—Shapoorjee and Thacurdass—Motichund Dewchund v John Edward Bodger—Mr Bicknell.

For Counsel's Reply.

586-74—Jefferson and Payne—H H Jan Begum of Bhopal vs The G I P Railway—Hearn and Cleveland.

LONG CAUSES.

183-75—L Fletcher—Sidoo Raghoo vs Pandoo Jantoo and another—In person.

666-74—Himington Hore and Langley—Asoop Runmull and others vs Jetha Pudumsey—Lynch and Tobin.

For Argument on Judge's Summons,

589-75—Smale—L Huskel Tolker and others vs Dadajee alias Renban Moosajee.

624-75—Smale—Jeeva Sunda and others vs Dadajee alias Renban Moosajee.

Suits for hearing and final disposal.

LONG CAUSES.

477-75—Hearn and Cleveland—A G Latham and others vs The Coconada Press Company, Ld—Shapoorji and Thacurdas.

463-75—Balkrishna and B—Moniraj Maharaj vs Vumilchund Furtubhai—Craigie L and Owen.

255-73—Jefferson and Payne—Merwanji Dhunjibhoy vs Karson Sajun—In Person.

517-74—Fletcher and Smith—Rahimbhoy Habibbhoy and others vs Fazulbhoy Cassumbhoy—J C Cama.

44-76—In person—Ramchunder Succoram vs Brijorjee Muncherjee—J C Cama.

Before the Honorable Mr. JUSTICE PINHEY.

LONG CAUSES.

12-76—Lynch and Tobin—Giridhurlall Bhugwandass vs The B B and C I Railway Co—Prescot and Winter.

581-75—Chalk and Turner—Laljee Jadowjee and an other vs Purshotum Khetsey—Macfarlane and Pollock.

338-75—Lynch and Tobin—The Land Mortgage Bank vs Atmaram Madhowjee—Balkrishna and B.

415-75—M H Khan—Sha Goolabchund Nemchund vs Jalladhur Cullianjee and others—H Bicknell.

202-75—In person—Cowasjee Ardaseer Furdoonjee vs James Bapty—Jefferson and Payne.

MILITARY INTELLIGENCE.

ARRIVALS.—APRIL 4.

Hutchings, Conductor, Bengal Army Clothing Agency, on sick Cert, from Calcutta.

Wilkinson, Lieut Col, Bombay 2/15th Regt, on leave, from Poona.

Partridge, Surgn Major, Bengal Medl Dept, on furlough, from Calcutta.

Grah m, Lieut Col, Bengal 17th Cavalry, on Medl Cert, from Peshawar.

Loch, Lieut, Bombay Sind Horse, on leave.

APRIL 5.

Forster, Major, Bengal 1/5th Fusiliers, on Medl Cert, from Allahabad.

Huxham, Captain, Bengal 9th Regt, on Med Cert, from Rawal Pindee.

Lucas, Col, Bombay Comsy Genl, on duty, from Poona.

Rouih, Lieut, Bengal 2/12th Regt, on duty, from Deolalee.

BOMBAY ARMY ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.
Adjutant General's Office, Head Quarters,
Poona, 5th April 1876.

Under instructions from Horse Guards it is intimated that Lt W A Urquhart, No 1 Baty, 6th Bgde, has been transferred to D Baty, 11th Bgde, and Lt H A D Curtis No 5 Baty, 6th Bgde, to A Baty, 19th Bgde, R A.

2 In anticipation of the sanction of the Rt Hon'ble C-in-C in India these officers will do duty with the 6th Bgde, R A, until further orders.

The C-in-C is pleased to make the following appointments:—5th Regiment N I Lt—Capt A Poole is confirmed in the appointment of Qr Mr, vice Capt Prideaux. Capt J M K Harrison is confirmed in the appointment of 1st Wing Subn, vice Capt Poole.

6th Regiment N I—Capt R A Prideaux is confirmed in the appointment of Adjt, vice Lt Sawyer transferred to the Pay Dept.

21st Regiment N I, Marine Battalion—Lt Col S J Thorp, Second-in Command, 28th N I, to officiate as Second in Command, vice Lt Col Bannerman on Furlough.

Lt Col Thorp will travel by dak and rail at the public expense.

Maj W H Newport, S C, is placed on General duty, Satara.

Maj J H Bedford R E, is placed on general duty, Kirkee.

The undermentioned officers have leave of absence:—

Lt C Hussain—Capt C E Battine, to Bombay, from date of departure for 30 days, on medical certificate, preparatory to obtaining a final certificate to Europe.

109th Foot—Lt D A Chaplain, to Europe, from date of embarkation, for nine months on private affairs, in anticipation of the approval of H E the C-in-C in India.

Royal Artillery—Capt W H Wright (D Baty, 19th Bgde), from date of embarkation to England, per Troopship, to appear before a Medl Board.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After packet.
United Kingdom ...	Apr. 10 ...	5-30 P.M. ...	6-30 P.M.
Kurrachee ...	,, 7 ...	11 A.M. ...	6 P.M.
Persian Gulf via Kurrachee.	,, 7 ...	11 A.M. ...	1-30 P.M.
China ...	,, 18 ...	3 P.M.	No after
Australia ...	,, 20 ...	3 P.M. ...	packet.
Mauritius and Reunion ...	,, 10 ...	3-30 P.M. ...	4 P.M.
Zanzibar, &c ...	,, 10 ...	3-30 P.M. ...	4-30 P.M.

CHINA MAILS.

China Mail Steamers will leave Bombay as follows:—

	4 P.M.		4 P.M.
Tuesday ...	April 18	Tuesday ...	May 15
,, ...	May 1	,, ...	,, 29

AUSTRALIAN MAILS.

Tuesday ...	April. 29	Saturday ...	June 24
Saturday ...	May 27	,, ...	July 22

In accordance with the above, Mails for Ceylon, Penang, Singapore, Hongkong, and the Australian Colonies will be closed at the General Post Office at 3 P.M.

Registered Letters will be received until 1 P.M. on the above dates.

ZANZIBAR, MOZAMBIQUE, DELAGOA BAY, NATAL AND TABLE BAY *VIA* ADEN.

Monday ...	April 10	Friday ...	June 2
,, ...	May 8	,, ...	,, 30

POSTAGE ON LETTERS TO AFRICA.

Under a Treasury Warrant received from Her Majesty's Post Master General, the postage on letters from India to Mozambique, Delagoa Bay, Natal, the Cape of Good Hope, the Great Comoro, Mayotta, Nossebe and Majurga, forwarded via Bombay to Aden and conveyed thence by the British India Steam Navigation Company's and Union Steam Ship Company's packets, is increased from 4 annas to 8 annas per half ounce.

Pre-payment in full by this route will continue to be compulsory, and additional postage will be levied on delivery at destination of covers addressed to Mozambique, Delagoa Bay, the Great Comoro, Mayotta, Nossebe and Majunga.

Letters can be registered for transmission by this route for Natal and the Cape of Good Hope only, the registration fee being 4 annas per cover.

Packets of Newspapers, Books and Patterns can be sent by this route to Mozambique, Delagoa Bay, Natal and the Cape of Good Hope, at the rate of 2 annas per every four ounces, prepayment compulsory.

SURGEON DENTIST,
DR. C. F. KHORY,
(LICENTIATE OF DENTAL SURGERY OF THE ROYAL COLLEGE OF SURGEONS OF ENGLAND),
No. 23, RAMPART ROW.

Above Messrs. Badham and Co., opposite the Floral Fountain.
NITROUS OXIDE GAS ADMINISTERED for PAINLESS EXTRACTION OF TEETH.

NOTICE.

VISITORS will be admitted to the Dockyard WITHOUT TICKETS on the occasion of the LANDING of the RIGHT HON'BLE LORD LYTTON at 5-15, FRIDAY Afternoon, and sents provided them.

Visitors are requested to enter the yard by the Northbrook Gate, alighting at the Canopy, empty Carriages driving out of the Main Gate.

After His Lordship has left the yard Carriages will, under the orders of the Police, be called in at the MAIN GATE, taking up Visitors at the Canopy, and leaving by the Northbrook Gate.

Seats will be reserved for Ladies unaccompanied by Gentlemen.

Visitors are requested to enter the Yard not later than 5 P.M.

G. T. ROBINSON,
Superintendent of Marine.

DOMESTIC OCCURRENCES.

THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

BROUGH—March 20th, at Sialkot, the wife of W. R. C. Brough, Captain, Royal Horse Artillery, of a son.

MATHEWS—April 1st, at Kotergherry, Nellgherries, the wife of Mr. W. A. Mathews, D. P. W., Cuddapah, of a daughter.

All MONEY ORDERS, CHEQUES, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

THURSDAY, APRIL 6, 1876.

WE mentioned a few days ago that no regimental officer senior to Major Sandeman was to be allowed to go with the Force detailed to escort that officer through the Bolan Pass. This order was naturally felt as a particular hardship by the Major Commanding the Wing of Jacob's Rifles going with Major Sandeman, as it condemned him to be left behind while his own men went to the front. The case of this officer was, we hear, referred to the Government of India, which has sent telegraphic instructions confirming the supersession of the Major, and decreeing that Captain Humfrey shall command the Wing and the Adjutant accompany it as Acting Wing Subaltern. A Wing of the Regiment, therefore, remains at Jacobabad under two Majors, one of whom must act as Adjutant. This is a pleasant way of treating Regimental officers.

THREE months ago we alluded to Sir Charles Reid's experiments on the Punjab Railways in loading and unloading trains with guns and horses, and pointed out that the great question likely to be raised was whether or not the whole of the waggon stock of the railways of India should be altered so as to permit experiments like the Reid experiments to be carried out upon them at a moment's notice. Sir Charles has now handed in to the authorities his Report upon the labours of the Transport Committee which met last cold season at Delhi, and it is clearer than ever that he is so well pleased with his valuable experiments that nothing will content him but a complete revolution of our railway waggon stock. The results of the experiments were successful enough, we admit, to justify a request that each Railway Company should possess a certain quantity of waggons adapted to military purposes At the first experiment in Delhi a squadron of the 10th Hussars or 123 horses, including officers' chargers, 68 grass-cutters' ponies, with baggage, camp equipage, ammunition, doolies, &c., fully equipped for field service, were embarked in high-sided waggons, and the train was ready to start in 39 minutes. The unloading and fixing of horse ramps took 2½ minutes, and the dismantling and re-loading of the ramps 1½ minute. The horses stood in the waggons head to head with poles between, leaving room for six men to stand, but they were very much crowded, and in a long journey the men would have suffered much fatigue from such close packing; it was simply tried as an experiment, the supposition being that 2nd class carriages were not in sufficient number available. The baggage was brought alongside covered goods waggons on 80 camels, the weight being 674 maunds. By heaping up the baggage from the line of rail to the side doors of the waggons, a ramp was thus formed, and the whole including camp equipage, &c., was loaded in 27 minutes, with the aid of a working party of 25 Infantry. Two engines with tenders having been coupled on to the train, Sir Charles gave the order to move across the Jumna. After passing 'Shahdara,' the train pulled up. The waggons were disconnected, ramps fixed at either end, and the horses and men were out, and ranged along the railway bank, in 28 minutes from the time the train stopped. The ponies and bullocks were not disembarked. Re-embarking was accomplished in 32 minutes, including fixing, unfixing and re-loading ramps. The train then moved back, to Delhi; the disembarkation of the horses occupied 27 minutes from the time the halt sounded. The ponies and bullocks were out, and baggage loaded on camels' backs in 25 minutes. The times here given for the different manœuvres are excellent, and even they, according to Sir Charles Reid, could be improved by practice. In his opinion a battery of horse artillery fully equipped for active service could, if four ramps and two sets of girders were available, be embarked in one hour. On the 29th January an interesting experiment was made at Delhi with a battery of 40-pounder Armstrong guns. The flooring and springs of the waggons being tested, and the test proving satisfactory, the whole battery consisting of three 40-pounder Armstrong guns, two 8-inch and two 5½ inch mortars, with 7 waggons, 2 store carts, 134 bullocks, including camp equipage, baggage, &c., fully equipped for active service, was embarked, and ready to move in 40 minutes; a couple of engines were hooked on, and the train proceeded across the Jumna bridge, and on to Ghazeeabad at full speed. The distance, 13 miles, was accomplished in 27 minutes, being an average speed of about 30 miles an hour. The train reached Ghazeeabad without a single mishap, and guns and bullocks were disembarked, the first gun being brought into action by the side of the line in 8 minutes, the second in 13 minutes, and the third in 24. These three guns were re-loaded in 12½ minutes, showing thereby what could be done with a little practice. Captain Shakspear, of the 11th Bengal Cavalry, criticised the kind of ramp used by Sir Charles Reid, but Sir Charles thinks his ramp better than the one suggested by Captain Shakspear, and indeed it seems to answer its purpose very well; at all events, the discussion on this point is almost entirely technical. There is a difference of opinion among cavalry and artillery officers as to the best means of arranging horses in the waggons; some contending that the high-sided waggons on the broad gauge lines should hold eight horses placed transversely, and others that they should only hold six horses with their heads to the centre. Sir Charles Reid admits that the eight horse plan leaves no room for the men to stand comfortably, but he is nevertheless in favour of it, as it would save in an emergency such a quantity of space, and as in his opinion only three native syces would be required among the horses, while the Europeans could in all probability be stowed elsewhere. A difference of opinion also existed among the members of the Committee upon the question of side-loading *versus* end-loading. Sir Charles Reid's plan is to have every waggon in the train opening into each other and connected by small platforms, while the end waggons should have ramps attached to them so that a horse may be walked down to the ground from any part of the train. Some people think that this system of end-loading is not so good as side-loading; that is, keeping each waggon separate and removing the horses or guns by ramps fixed to the open sides—just, in fact, as the present ordinary system of carrying cattle or carriages. We do not think, however, that any one who has seen Sir Charles' system of end-loading can have a doubt about its superiority over side-loading. Not only does it enable horses and guns to be disembarked in much less time than is possible with the system of side-loading, but it has this great advantage, that it can be used in a narrow cutting or between high lines of embankment, where it would be impossible to work the side-loading system. If Sir Charles Reid's experiments are to be considered of any advantage at all, they must be regarded in their relation to actual field operations; and it appears to us that in the latter contingency cautious commanders would, as a rule, prefer disembarking their horses and guns in a sheltered place to doing so in an exposed and observed situation. The end-loading system, from this point of view, seems unmistakably superior to the side-loading system. The end-loading system will work either in a cutting or in the open; whereas the side-loading system can only be worked in places where there is plenty of lateral room for ramps and the movement of guns and horses. Sir Charles Reid himself explains the advantages of end-loading to be—"being perfectly independent of railway stations "and side platforms and with the aid of my "horse ramps and iron girders for light and "heavy guns, Artillery and Cavalry can "embark at any given point on the line, no "matter what the height of the embankment may "be." He goes on to add:—"I by no means despise our railway stations with their side platforms, far from it, so long as they remained uninjured by an enemy, they would, in time of war, be everything to us; but it will, I think, be acknowledged that we should be able to embark our Artillery and Cavalry *with out* them in case of their destruction, and if the Government will be pleased to make the alterations in the rolling stock of the different railways in India, as I have ventured to suggest, we shall be *independent* of what we are not at present." He thus makes out an excellent case for end-loading, and is out of this branch of the question that the great contention arises, whether all the waggon stock in India shall be altered so as to permit of end-loading.

Sir Charles Reid might apparently be content in the meantime if a certain number of vehicles were altered on all the different lines in India. The number he suggests is from 150 to 200 high-sided waggons and 100 low-sided trucks but even if this were done he says he cannot too strongly urge on the Government the necessity of having the *whole of the rolling-stock*, which may from the present time be constructed on the different lines, whether broad gauge or narrow, of one uniform pattern with end-openings; the dimensions of each vehicle, as regards height, length, breadth, thickness of floors, distance between buffers, &c., being clearly laid down, and strictly adhered to. We have already expressed our opinion that if this were done, the commercial interests of the country would certainly be sacrificed for the sake of possible military contingencies. We are by no means alone in thinking so, because the majority of the practical railway men who were associated with the military members of the Transport Committee at Delhi gave it as their opinion that the effect of making all waggons end-loading would be to weaken them for commercial uses. Mr. LeMesurier, Agent for the G. I. P. Railway, was the only railway official who appeared to agree with Sir Charle Reid. He said he thought that uncovered waggons could be altered at a moderate cost of Rs. 50 all round to suit the end-loading system, and that alterations should be carried out gradually at the rate of 250 vehicles per annum; that all low-sided waggons in the country should be made with end-doors; that low-sided uncovered vehicles with flap ends and sides would answer all purposes for which ordinary low-sided vehicles are used; and that end-openings would not materially affect or weaken either high or low-sided waggons. Mr. Pocquet, however, of the Sind, Punjab, and Delhi Railway; Mr. Carroll, of the B. B. and C. I., and Mr. Church, of the Madras Railway, entertained a different opinion from Mr. LeMesurier. Mr. Pocquet considered that end-doors would weaken high-sided waggons. Mr Carroll thought that end-loading, if adopted entirely, would ruin the waggon stock, and that with covered waggons the scheme is impracticable. Mr. Church held, we believe, opinions similar to Mr. Carroll's. Sir Charles somewhat triumphantly asks the gentlemen who differ from him how the Prussians manage, when "the whole of their "rolling stock is constructed so that all ends and "sides let down at once like a pigeon-trap, and "yet their vehicles are equally well suited for all "purposes, military as well as commercial. They "look more to the former, it is true, and very pro "perly so; but ought we not to do the same here "in India, which is held entirely by the sword?" We have no great admiration for the Prussian system, which seems to us harsh, impolitic, and unjust, sacrificing the commercial interests of the people to the rigour of a stern military system. Moreover, it should not be forgotten that the conditions of war in India and Prussia will always be very dissimilar. Prussia is surrounded on the continent by States with enormous standing armies, and is always exposed to the danger of being required at perhaps a week's notice to mobilize and place on her eastern, western, or southern frontiers a force of half a million of men to repel invasion. Her Government must, therefore, have a military organization which provides for the immediate transport to any threatened point of every available man, gun, and horse. In India, we have no similar conditions of war. If we were ever require to move a large force, say of 30,000 or 50,000 men, to the frontier to meet the Russians, the only enemy we have to fear, there would always be ample warning and time to make the necessary arrangements. In India itself we are not likely to have any occurrence necessitating the immediate concentration of a great army at a given spot, and the consequent utilization of all the rolling stock on our railways. Moreover, Prussian finances, backed by the enormous French indemnity, may be able to afford to subordinate every interest in Germany to military interests; but in India a wholesale alteration of the waggon stock of our railways would, in the opinion of competent authorities, injure it for railway commercial purposes, and at the same time cost an enormous amount of money which at the present moment cannot be very easily afforded. What we have to consider is, whether it is probable that a contingency will ever arise requiring the use of the whole waggon stock of the country for military purposes. We have already shown that such a contingency is almost impossible; and we are therefore justified in arguing that the wants of the case would be sufficiently met if each railway company were asked to provide itself with a certain number of end-loading waggons which could always be got together at short notice from the military authorities. The compromise which Sir Charles Reid himself half-heartedly suggests might do very well instead of the wholesale alterations he would prefer to see carried out. The sanguine General concludes his Report with the remark that "no new scheme or discovery has ever been "brought forward which has not at first met "with opposition; therefore we must not be "surprised or disheartened if in this case objections are raised and difficulties created where "none exist." We may add to this another remark, that no reformer has ever yet failed to be a great enthusiast with a much greater regard for his own views than for anybody else's, and that it is just as well sometimes that reformers are a little restrained from proceeding to extremes, as otherwise they might do a very great deal of mischief.

Before concluding this notice of Sir Charles' Report, we would call attention to the result of his experiments as regards narrow gauge railways It would appear as if these have been found to be nearly useless for carrying batteries of artillery—rather a serious result taken in connection with Central Indian contingencies. Sir Charles says that he was most anxious to test the metre gauge, but that he was unable to do so for several reasons. We shall use his own words on this most important branch of the general subject:—

"The vehicles produced at Delhi (belonging to the Rajpootana State Railway) were, I consider, totally unsuited for any experiment, and I was afraid to move the train with horses' heads and necks over the side of the wagons.

"The ends of the vehicles had been knocked out so as to admit of end-loading, which is undoubtedly the best suited for the narrow gauge; but in doing this the carriages were weakened, and the flooring looked anything but strong, so much so that Lieutenant-Colonel Cordner, R. ., agreed with me in thinking that it would be dangerous to attempt moving the train. A reference to the remarks made by Lieut.-Colonel Cordner, R.A. [page 61], who was a Member of the Committee, will show that he bears me out in the opinion I have expressed.

"Finding that the metre gauge could not be satisfactorily tested at Delhi with the vehicles produced, I suggested that some experiments should be made here; but I am again disappointed, as I find the Punjab Northern State Railway has a minimum supply of rolling-stock,—in fact there are but five open high-sided wagons upon it, and Colonel Williams, the Director, informs me that it would be inconvenient to withdraw or divert any of its stock.

"Colonel Williams suggests the desirability of carrying out experiments at either Agra or Delhi on the Rajpootana Line; but now that the Members of my Committee are all scattered, this will be impossible. It would therefore seem desirable that the metre gauge experiments should be deferred until suitable stock is available with the required alterations in the vehicles for end-loading, which Colonel Williams apparently is anxious to carry out.

"A reference to his letter No. 0179, dated 10th February (page 96), will show all that he proposes with reference to the alterations. There is no doubt that by increasing the dimensions of the open high-sided wagons they might be made large enough to carry six horses, and that the trucks might be made sufficiently strong to carry field guns; but I think with Colonel Cordner that it would be imprudent to attempt the transport of heavy ordnance on the metre gauge.

These facts speak for themselves. It is desirable that experiments should be made as early as possible on the metre gauge railways to see whether they are really capable of doing any good so far as the transport of artillery is concerned. But we fear that the supporters of that particular style of railway in India will have not only the evils of a break of gauge, with all its trouble and worry, to lay to their account, but the evils of a system of railway inadequate for serious military purposes. Apparently the enemies of England could not have had a more favourable event for their purposes than the construction of narrow gauge railways in India.

YESTERDAY'S MUNICIPAL ELECTIONS.

MR. G. S. L

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

THE BOLAN PASS EXPEDITION.

LAHORE, 5TH APRIL.

Major Sandeman's mission started from Jacobabad for the Bolan Pass yesterday. The escort is about one thousand strong: two companies of Jacob's Rifles, three companies of Sikhs, 350 Sabres of the Sind Horse and Punjab Cavalry, and two mountain guns. The European officers are Captains Reynolds, Shepherd, Humfrey, Scott, Young and Wylie.

[REUTER'S TELEGRAMS.]

LONDON, 4TH APRIL, AFTERNOON.

The Liverpool Cotton Market closed dull. Surats unchanged.

The London Cotton Market has been very very dull,
Fair Dhollera ..... 4¾d.
The Manchester Market has been very dull.
7lbs. Shirtings ..... 6s. 6d.
8¼lbs. do. ..... 7s. 7¼d.
40s. Mule Twist ..... 0s. 10¾d.
3 per cent. Consols for Account .... 94⅜.
5 per cent. French Rente, 1872 .... 104½.
The sum of £214,000 has been paid into the Bank of England.

STEAMER REPORT.

TRINCOMALI, 5TH APRIL, 12-55 P.M.

H. M. S. Himalaya, from Calcutta, arrived to-day.

THE telegraphic cable from Madras to Penang is again interrupted.

COLONEL GOUGH comes out to officiate as the new Commander-in-Chief's Military Secretary.

LORD NORTHBROOK leaves Calcutta on the 15th, and Lord Lytton is expected at Calcutta on the 12th of April; Captain Farmer will meet him at Bombay.

IT is said that telegraphic news has been received of the return of the Japanese Ambassador from Corea, and that a peaceable understanding has been come to. The opening of three Corean ports is said to be included in the arrangement.

THE Kulu correspondent of the *Delhi Gazette* states that since the Maharaja of Cashmere has abolished transit dues the Yarkandi merchants have quite abandoned the Kulu route, and Yarkand products are cheaper in Umritsur than in Kulu.

THERE is no other news of special interest from China except the removal of Yang Yu-ko from the Command-in-Chief of the provincial army in Yunnan, which he has been holding as an acting appointment since last May. It is not hinted whether this has any political significance.

THE Revd. Canon Duckworth would, the Lahore paper says, start for Calcutta probably on Thursday or Friday last. He will join Lord Northbrook there and proceed with His Excellency in the Tenasserim to England. Dr. Neil will in all probability accompany Mr. Duckworth to Calcutta.

THE Flying Squadron, under Rear-Admiral Rawley Lambert, C.B., and consisting of the Narcissus, flagship, Immortalite, Newcastle and Topaze, arrived at Singapore on the 11th March, coaled and left for China on the 21st March. Admiral Krantz, Commander-in-Chief of the French Squadron in the China and Japan seas, arrived in the French iron-clad Montcalm from Batavia on the 13th instant, to meet his successor Admiral Veron, who arrived from home in the iron-clad l'Atalante on the 20th March. The Montcalm left for Toulon on the 21st March and the l'Atalante is still at Singapore.

A GOOD deal of surprise and indignation has been felt at the following edict against the Press which Sir Harry Parkes issued in Japan lately:—

REGULATION.

Any British subject who shall within the dominions of His Imperial Majesty the Mikado, print or publish a newspaper in the Japanese language, shall be deemed guilty of an offence, and upon conviction thereof before any British Consular or other Court shall be liable to imprisonment for any term not exceeding three months with or without hard labour, and with or without a fine not exceeding five hundred dollars, or a fine not exceeding five hundred dollars without imprisonment.

Given under my Hand at the British Legation in Japan at Yedo this seventh day of February, A. D. 1876.

(Signed) HARRY S. PARKES,
Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary in Japan.

ON Monday, the 27th March, Nawab Amir Ali, Khan Bahadur, gave a banquet and evening party at Calcutta in honour of Lord Napier of Magdala, at which the leading members of the Hindu and Muhammadan community, and a large number of European officials were present. During the course of the entertainment, the Nawab expressed, in a few words, his attachment to his Lordship, and the grief he felt at parting. The Nawab's son, Maulvi Ashrafuddin Ahmad Khan, then read an address to Lord Napier. His Lordship made a short reply, chiefly dwelling on the loyalty, sincerity, and fidelity of the Indians. The Nawab then put garlands round his Lordship's neck, and presented him with one of his photographs.

THE value of any territories in the Malay Peninsula which might be annexed to British territory in that part of the world would be immense, so that there is no risk to be run on that account. Latest accounts contain the following statements:—The Malacca district of Larcot, (which abuts on British territory both on the west and on the east), is so enormously rich in tin, besides gold, silver, copper, cinnabar, lead, &c., that it only requires peace and security to have 100,000 miners speedily at work, producing tin sufficient to inundate the markets of Europe and America. This, though but a sorry prospect for Cornwall and Australia, is nevertheless a fact which will soon become patent to all concerned.

THE *Indian Daily News* publishes the following "happy thought" of Sir Richard Temple:—"Sir Richard Temple recently presided at the Family Literary Club in Calcutta, when a lecture was delivered by Dr. Miss Brink on "Women as Physicians." Some native speakers on the occasion thought that Providence has ordained the inferiority of women. His Honor replied to these remarks, and said that it would be a happy thing for this country if the women were educated. It was said that women excelled in many walks of science. This they certainly did; but he believed that, curiously enough, woman was found to excel in the art of government; and by the art of government, he meant public administration in the severest sense of the term."

A SHAMEFUL assault was committed on Dr. Vanderstraaten, (Doctor of Jails), Colombo, on Friday morning, (March 24) at 7-30, by the Welikadde convicts. Peiris Singho and some half dozen others assaulted Dr. Vanderstraaten with the tripods on which the iron balls stand that are used for shot drill. But for the intervention of the officers and some of the other convicts it is certain the valuable life of the medical gentleman assaulted would not have been saved; as it is, he, and those who came to his assistance, were severely assaulted. The leader of the ruffians has since declared that it was his intention to murder Dr. Vanderstraaten, because he had certified their fitness to undergo the punishment imposed for the escape from the Breakwater. The men will be tried by the Supreme Court at this Sessions.

THE following extract from the *China Mail* of the 19th February gives the outlines of a possible occurrence which later advices have not confirmed. The Chinese appear to have knuckled under, with that grievous forfeiture of physiognomical prestige which they habitually call 'losing face' to:—"The Viceroy of Canton has notified his determination to erect a Customs station in the Patera Island, on the other side of the Macao Inner Harbour, and the Portuguese seem determined to oppose the measure with a strong hand if required. The Executive Council met several times and the decision arrived at was communicated to the Viceroy in a peremptory manner. In the meantime, preparations are being made to resist the Chinese by force.—Writing on the 22nd Feb., the same paper says the 26th February was fixed for the erection of the Customs station on the Patera Island. The Portuguese Government came to the determination to resist all attempts at violation of the Portuguese rights in the Macao waters. The forts have been got ready for any emergency; the Barra Fort especially is well garrisoned. A detachment of soldiers has been despatched to the other side of the harbour, and hostilities may begin at any moment, as there are three native gunboats in the offing."

THE *Straits Times*, March 23:—"The great news of the fortnight, the importance of which cannot be over-estimated, is the capture of the Datu Sagor of Perak and of Sultan or rather ex-Sultan Ismail. The Datu Sagor is one of the eight chiefs who rank after the first four nobles of the Perak Court. He lived opposite Blanja, Ismail's village, on the Perak river. He signed the Pangkor treaty and yet, it is said, there is evidence that he was present at and sanctioned Mr. Birch's murder, and aided the Maharaja Lelah in the two fights at Passir Salah. News of his capture, and that he was in safe custody at Banda Bahru, was received here on the 16th March, but no particulars of the manner, and there are conflicting accounts by whom it was made, one account being that Syed Masahore of Salangore notoriety effected it, and another that he was seized by Sultan Abdullah himself. The news of Sultan Ismail's capture was received on the 20th March and later advices state that he has given up the Regalia and was to leave Pinang for Singapore in H. M. S. Ringdove to-morrow, Friday, the 24th March. His capture has undoubtedly been due to the measures taken by H. E. Sir William Jervois, immediately after the taking of his capital Kinta, in offering a reward for his person and encouraging and organising expeditions of friendly Malays in a relentless pursuit after him. Hemmed in at last on sides, he seems to have thrown himself into the arms of the Sultan of Quedah who, like a faithful ally, has given him up. There are two important features to be noted in this most fortunate event. The first is that it proves that the Malays of Perak are not all, nor even a majority of them, hostile to the British Government. The second is that the fugitive Sultan could find no refuge in any of the neighbouring States, any one of whose Rajas could easily have received and sheltered him without the British Government being any the wiser. Not only the King of Siam as Suzerain over most of the neighbouring States but all their Rajas, upon being written to by H. E. the Governor not to allow the ex-Sultan or Lelah or any one concerned in the outrages to enter their territories, returned the most satisfactory assurances. There is therefore every hope that the arch-murderer Lelah and his following will also be caught ere long.

THE *Pioneer* gives the following account of the agrarian demonstration at Allahabad on Sunday last:—"A curious demonstration was made on Sunday last at Allahabad by a large number of cultivators belonging to Hundia and the Trans-Gangetic tahsils of the district, who came in a body to Government House to complain to the Lieutenant-Governor of recent enhancements of their rents. The assemblage was estimated at several thousands, but its behaviour was orderly and creditable in the highest degree, though at home some of the malcontents are represented as having attempted acts of violence. The facts we gather to be that the Government revenue has lately been raised in the pergunnas from which these people came. Consequently, of course, the zemindars have been enhancing the rents. Some suits, at all events, were commenced, whereupon the tenants organised a kind of agricultural union for the purposes of resisting enhancement. They elected officers from among themselves and collected funds to pay expenses. They bound themselves not to plant sugarcane and threatened to burn any sugarcane planted by tenants who had not joined the league. This threat they have in some cases even put in execution. They next collected in considerable numbers, and demanded that the zemindars should withdraw their suits for enhancement, and bind themselves not to commence them again, and proposed that the Settlement Court should undertake to hear no enhancement suits brought against them. So the negociations went on, the claims of the leaguers being of an irregular kind, to say the least, till on Sunday they tried new tactics and went in a strong body to plead their case with the Lieutenant-Governor. Of course, the phlegmatic routine of English government does not provide for the reversal by a Lieutenant-Governor in his own compound between tiffin and dinner of the legal arrangements methodically carried out by his officers in their districts; so the luckless deputation gained no more by its last move than by any of its former measures. Indeed, the Magistrates will probably take steps to discourage deputations of this kind more or less emphatically, so that some of the unionists will probably find that they have gained less than nothing, although we fail at present to see how their proceedings on Sunday can bring them within the reach of any legal vengeance."

A CORRESPONDENT writing to the *Penang Gazette* from Qualla Kangsa on the Perak river on March 6th, relates the following curious incident:—"The other morning a curious erection came floating down the river, well illustrating the mixture of Boodhism there is in the Mahomedanism of the Malays. It was secured and brought into camp. Five or six plantain stems were fastened together by stakes driven through them and at each side of the raft were small red flags. Fixed into this raft were four young trees about eight feet high, with the foliage remaining at the top and forming a square. About three feet from the raft was a frame work made of green bamboo, round which on the outside, a rough kind of grass was plaited, the end of the grass hanging down all round and each grass having some article of food attached to it in a piece of bamboo, folded leaf or something of the kind. Most of this stuff was rice prepared in various ways and at opposite corners there were respectively the legs and wings of a chicken. On the frame work a boat was placed. It was furnished with eight oars and a rudder and had also a mast and bowsprit and from the truck flew a black flag. Inside the boat were various abominations; the entrails of the fowl; messes of rice, betelnut, tobacco, leaf cups full of water and various inodorous fluids, some flowers, a few coins with the Malay cook on them all heaped up together. At the bow was a scallop shell with a small wick and some oil acting as a lamp which had been lighted, but had been blown out by the wind. On the poop lay a neat, small bag of rice. At each of the four corners of the platform was a small white flag which had been partially burnt. Below lying on the raft were a couple of plantain leaves on which there were small representations of alligators, turtles, eels and other wriggling horrors, modelled out of what seemed to be flour. We were told that the object of this structure was to save the life of some sick man. The demons who had entered into him and caused his pains were apparently presumed by the Malays to be carnal and epicurean devils, who would be tempted to leave the afflicted man and board the ships to partake of the sybaritic repast there provided for them. By the time they had finished and recovered from the probably ensuing indigestion they would be too far off to return to the sick man. Any Malay who stopped the raft or touched any of the comestibles placed thereon would straightway incur the disease under which the unfortunate man had laboured, on whose behalf the preparations had been made."

CAPTAIN BURTON ON RAILWAY TRAVELLING IN INDIA.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—You were kind enough to ask me for my *impressions de voyage* during our short trip from Bombay to Haydarabad (Dekhan); especially those relating to the G. I. P. Railway, or, as the vernacular has it, "Gaet Indiyàn Peninsula Relvé." I will not delude your readers into the expectation of reading anything new upon a subject so old and stale; but, perhaps, the notes of a Wanderer, who has seen most of the Railways in most regions, and who combines the qualifications of old stager with "griff," the latter an article now extinct as the Dodo and the Moa, the Hukkah and the Bibi—may not be wholly devoid of interest. And if, at times, I should sin by explaining the *ignotum* by the *ignotius*, my sorrow will be sincere; but, after all, it is part of the traveller's trade.

The British public, whose ideas about India are even less formed than about all other Colonies, is gradually learning that Aryavarrtá—the Land of Men as opposed to that tenanted by us "missing links"—is a big word. Formerly when you sailed Bombaywards, you received a multitude of introductory letters to, and commissions for, Calcutta and Delhi, Madras and Bangalore. During the Crimean war "Indian Officers" were appointed to the Turkish Contingent and the Bashi Bozuks *because*, knowing India they must know Turkey. I need hardly say that a career of commanding Hindús and Hindís (Moslems), was rather a disadvantageous education for commanding Ottomans. So also when Sir William F. Williams, of Kars, stood up in the House of Commons to speak upon a Chinese question, and declared that a long service in Asia Minor entitled him to form an independent opinion concerning the "Flowery Land," Mr. Bernal Osborne groaned out, *magno cumu risu aud entium*, "Oh, the Fall of Kars!" Whereupon "Kars" fell never to rise again.

They now know, even at home, that India is not a country, but a continent. It contains as many races as the whole of Europe: here we have the Jangali or wild men; the Dravidians or old Turanian immigration; the pure Aryans from Persia, as the Nagar Brahman; the vast variety of mixed breeds between Dravidian and Aryan, such as the Telinga Brahman; and besides these four great families a number of intrusive peoples—Christians from Chaldea and Portugal, Jews white and black; Rohillas ("hill-peoples") from the Afghan Mountains; Sidis (Wasawahili) from Zanzibar; and Arabs pure or mixed, the latter showing its type in the Mapillahs (Moplahs) of Malabar. After all, in Europe there are only three; the great Slav race occupying nearly all the Eastern half of the Continent; the Scandinavo-Teuton; and the Græco Latin races. Europe also speaks three great forms of language; here we have the three Semitic, Hamitic and Japhetic or Turanian, with some thirty modifications of the Prakrit which in the hands of the literati, become, like the modern Greek spoken at Athens, the Sanskrit or finished speech. It was the same with the *Latina Rustica*, not the language of Virgil and Cicero, but the quaint country tongues which branched off into the neo-Latin family. Again, the climate of India has a far wider range than that of Europe, even if we throw into the latter Iceland and Spitzbergen. The west regions of the mighty Himalayas, the "Homes of Snow," represent the Polar regions; and we run through the Temperates into the Tropical or rather the Equinoctial about Ceylon and what a richness and diversity of productions in the animal, the vegetable, and the mineral worlds compared with the poor produce of the temperate regions! What untold wealth still hidden in the soil, and awaiting the skill and energy of the nineteenth century! What a grand field for exploration and discovery! Dr. Marchesetti, a young Italian botanist, assures me that the fungi, one of the most interesting families of plants, have hardly been studied at all. And how much remains for us to learn; for instance, no sword cutter in Europe can tell you anything about the steel which makes the far-famed Khorasani blades miscalled "Damascus;" and the decemantiferous regions between the valleys of the Ganges and the Krishna are in great part unexplored ground. But at this rate I shall never reach the G. I. P. R. We begin by observing that the *affiche* at the hotel, "Madras time is 30 minutes in advance of Bombay time," may be intelligible, but is not generally understood. All assured us that 2-30 P.M. at Madras meant 3 here; whereas practical experience showed us that it re presents 2 P.M. at Bombay. It may also be wise to assume Madras time as the mean between that of Bombay and Calcutta; but Railways are powerful and confusion results. Poona time is nearly that of Frere Town and Sassoon Town: but at Haydarabad (Dekhan), when an hour is named, you must ask if it be Railway time or Haydarabad time, a difference of 19 minutes. We had heard the G. I. P. Railway highly spoken of as the most finished in India and therefore we scrutinised it somewhat carefully and critically. The Bombay station must be only provisional: no country town of any importance in Europe would content itself with such a hovel, and the peel of plantains and oranges, scattered about the table of the first class waiting-rooms, suggested that the station-master requires an increase of staff. And the stations generally require the eye of the travelling director. With a few exceptions near the Presidency, they have no sheds to fend off the burning sun from the standing train: yet a tiled roof like that of Karjat or a corrugated metal *hangar*, as at Khandalla, would not be a ruinous expense. As it is, the want gives the whole line an unfinished aspect, to be compared only with the Lesseps' (Suez) Canal. At the minor stations the basins are rarely clean; the tea is a decoction of tannin; the native buffet waiters are often "grasp-alls," and the Goanese waiters are not so civil as they might be. *En revanche* the station gardens are neat and pretty, a pleasure for the eye to dwell upon. The European station-masters and guards are exceptionally obliging and render a journey as happy and pleasant as they can; they seem to belong to a higher class than those at home; "tipping" is unknown and, perhaps, the habit of dealing in rupees, instead of shillings, has raised them in the social scale. But the driving, between Poona and Shamsabad is without exception the worst I have ever experienced: you start with a jerk which, at night, almost flings you off your improvised bed. There is, it need hardly be said, as much difference in driving an engine as in tooling a difficulty; but in the former care and attention at the start are particularly required. Again, it is almost impossible to write in the train, a sure sign that something is wrong, probably in the coupling chains. Beyond Raichor, I am assured, all runs smoothly.

The wagon carriages must also be provisional. They have double roofs but no flying roofs, with a draught of air all round as in the Brazil. Sleeping cars are not wanted, we are told, because the seats draw out: this, however, is not the case with all, and sleeping upon the sofa is like resting on a knife board. At this season we require a little defence against the hot winds of the Dekhan, but apparently no efficient cooling system has as yet been invented. The ventilators do little in the way of ventilation. The wet "tatties" to windward dry after a few minutes. The "pankah" merely agitates the furnace blast. The water wheel below the floor is apt to get out of order. Finally, the water-basins and the other offices attached to the waggons, are highly convenient; but too often the tubes will strike work.

Coming to the Nizam's State Railway between the G. I. P. station Shahabad, via Wadi junction, we find Madras time in advance, not 30 but 15 minutes. Here the evils of the main trunk line are exaggerated. The stations are palaces, yet totally lacking shelter from the sun. The names are not yet written upon all of them; and there is abundant want of finish. Briefly the whole affair shows an enormous expenditure, much of it, apparently, spent in the wrong direction. As far as Poona the trip is interesting enough, especially if you visit Matheran and the Cave called from Karla. After escaping from Bombay and Salsette Islands which are in rapid process of being buckled to, or becoming one ground, you skirt the picturesque peaks and tables of the modern sanatarium; Chandora the sharp little spur to the left of flat-topped Bhao Mallan, *alias* the Queen of Maratha's throne; the haystacks of Matheran and Prabul, (not Parbul), the latter infamous for shutting out the seabreeze; the "False Funnel" very like the "old man of Hoy" in romantic arcades; and the "True Funnel," or Karnali, useful as a landmark to sailors clearing the South-Western Prong. Were these bold and fretted outlines of the Western Ghats placed a few miles nearer its head, Mumbadevi Bay would rank high amongst the conventional bay beauties of the world, Spezzia and Dublin; Naples and the Cove of Cork; Fiume and New York; Rio de Janeiro and Bakia (de Todos os Santos); Bantry and Port Jackson, Sydney. But then the atmosphere would also require alteration: at this season, dust and "smokes" hardly ever allow a clear horizon. Let me also note another change, which may not be ripening in the womb of time. Bombay wants an Alpine Club. She has peaks and passes enough, yet who has ever ascended and investigated them? Badminton is good, so are rackets, so is cricket, but none equal the climb in mountain air. Possibly some future Home Government, liberal but not *Liberal*, may relax the extreme strain of official labour, and allow its leisureless servants some spare time for literature, Alpine work, and Shikar. The latter is fast waxing obsolete—who now takes the place of Col. Shakespear, (the old shikari); Col. Campbell (the old Forest Ranger); Col. Rice, the *Chasseur du Tigre*; and Col. Marston, who has polished off half the game in Sind?

The ascent of the Bhur Ghat is picturesque when seen for the first time; a second view makes the "Indian Semmering" appear somewhat monotonous. However, the G. I. P. Railway Company has done its best by attaching passenger-brakes to the rear of the train; and the conductor, an old soldier, is thoroughly well up in all the details, and obliging as he is locally learned. Of Karla I will say nothing, except that the ascent to the caves is in a shameful state, when a few hundred rupees would make a decent road; and that a Pattewala or two should be stationed there to keep off the self-constituted *circeroni*, the peasants of Vehar, the little village below. Better to charge a shilling for entrance, if money be scarce, than to let the present disreputable state of things endure.

There is little to detain the traveller at Kharki (Kirkee) except to sketch that caricature, the Ganesh-Khind (cleft of Ganesha), and to note that the guns and gunnery are admirably exposed to a *coup de main*. At Poona one visits the stock sights; the Parbati hill or Acropolis; the historic Sangam and the native town with its Budhwara, the Peshwa palace and the house of Nana Pharnavis—"the Indian Machiavel." The new lines beat hollow the proverbially "magnificient distances" of Washington. They give you a mild idea of infinity in space. Look at "Lothian Road," broad enough for Xerxes to march his host, with a dwarfed bit of building at either end, and a scatter of bungalows on both sides, the whole like a skeleton of Rio de Janeiro or Bahia.

On the other hand the Kharekwasla Tank, and the noble dam built by Mr. Joyner, O. E., are well worth visiting, both on account of the intrinsic excellence of the work, and the great consequences to which such works must lead. It not only supplies the "monsoon capital" of the Bombay Presidency, but it will diffuse life and plenty over some 90 linear miles of now waste ground. Travelling from Poona to Haydarabad, you remark that the land at this season is mostly fit only for the traditional dragon and wild ass; it is like Sind, a cross between an oven and a dust-bin. Yet where the smallest rill flows, all is life and verdure, the emerald green topes and the leek-green paddy fields are a repose to the sight, a "coolness to the eye" as the Arabs say, and you hasten to plunge that hot and weary organ into the damp lush vegetation of orchard field and kitchen garden. The first step will be to supply water as Mr. Joyner is doing, the second to regulate its use; here the golden fluid is wasted in a way which would scandalize the Arab, the Egyptian, the Sindi, and the "Heathen Chinee."

And this leads us to notice another popular error which has gained possession of the British brain. Certain statistics, which may be correct, have taught it that India is an over-crowded land, and that its population per square mile, exceeding that of England, approaches that of Belgium. This, as with all statistics, is both true and untrue. Parts of Bengal, for instance, teem with human life and as native wars are no more, and famines are to be turned, regardless of expense, into plenty, or rather profusion, the peasantry will end, in Caffre phrase, with "eating one another up." But the statement is utterly misleading as regards the whole of India. Throughout the Peninsula the lands are of three kinds, not including the jungles and forests which cannot be touched without danger of diminishing the rain supply. There are the fertile, *i. e.*, Gujerat, the wholly desert, mostly sandy and stony tracks, and the half desert, which grows luxuriant crops only during the rains. And the latter are so extensive that with irrigation they would support at least treble the actual number of inhabitants.

India, then, has more than one string to her bow. She will dispose of her increasing millions in three ways. Firstly, she will keep them at home and feed them by irrigation which costs much, gives slow profits, but ends by being the best of investments. Secondly, she will export them to her other colonies where labour is so much wanted, and where, as free hands, they will take the place of our old friend, the "a'mighty nigger." Sind, I need hardly tell you, calls aloud for them; and can offer the richest of soils. Thirdly and lastly, she will become a manufacturing country: she has coal and iron; she breeds millions of human beings hireable at 6d. a day; her men can mine, and her women and children can work at *la petite industrie*. Despite the "mildew," with which mildewed Manchester, *pace* Mr. E. Ashworth, is attempting to inoculate India; despite the timidity of statesmen, and despite the jealousy of the manufacturing mob, which wishes to buy dirt-cheap from India and to make her pay a hundred per cent. for working her own produce, we have a conviction that Indian manufactures will succeed, and that Great Britain, with one foot on Hindostan, and another in China, whose 400 millions work at 3d. a day, will command the wool and cotton markets of the world and will become the greatest producing power that the globe ever bore.

Let me end this long letter with a short comparison of a railway station village and a Hindu hamlet, dating long before the days of the iron road. Our types shall be Lanauli, whose name does not even appear in Murray's hand-book for India (1859) and Walwan, the old settlement on the great traffic road to Poona, distant about a musket-shot from its younger brother.

Lanauli is a place of some importance, being the locomotive station at the head of the Bhur Ghat, whilst the site upon the edge of the Sayhadri Range, renders it tolerably healthy for the Europeans. Consequently, where a few huts formerly rose, the place now contains some 200 pale-faces. I saw with immense satisfaction 53 men of the new Railway Volunteer Corps which numbers a total of 114 being drilled by a red-coated sergeant, under the eye of Captain Buckley. This is truly a patriotic movement, and one which may prove far more important than we expect in these days, when the native powers have armies far exceeding our own in numbers. The long walls of the ill-laid-out inconvenient station stretch from east to west. They contain the usual conveniences of one at home; and the only novelties are the parts allotted to native travellers, the facilities for ablution, and the refreshment of fruits and sugarcane for the herd which is penned up in its two-storied waggons, like a flock of sheep, and which seems to use only one word of its own language—"Pani."

The station divides the settlement into two. The southern half is the native town and bazaar; also the Roman Catholic Church, so placed in the hope of catching a stray "vert." Europe lies to the north, beginning with the neat, stiff bungalows whose gardens suggest those of Ceapham Junction, tenanted by the humbler employés. My only objection to them is the corrugated metal roof which is hot in hot weather, cold in cold, damp in damp, dry in dry, and generally unwholesome unless covered with thatch. Then, detached to the west come the scattered necessaries of an Anglo-Indian station, all surrounded by "compounds" whose low walls enclose nothing worth enclosing. The items are the English Church, of course Gothic—the Methodist Chapel prefers the east end and thus the various sects separate to three of the four cardinal points—the little Post Office; the Hospital and the "pukka" stone built house of the Hindu Contractor; the Dharm Sala or Native Travellers' Bungalow, and the "Lanoli Hotel," two detached bungalows kept by Mr. Parsee Ardashir Merwanjee. It has its season, as if it were in Dover or Scarborough; for here the Balaghat region enjoys the benefit of the sea-breeze. The servants are rather a rough lot; the doors do not shut, and the locks are torn off, which, somehow or other, prevents one feeling quite at home in one's inn: but the owner is civil, and the charges are not exorbitant. Lastly, in aristocratic seclusion, far to the north, removed from the daily and nightly roar, whistle, and scuffle of the engine, and sheltered by magnificent "topes," especially mangoes whose fruits is not worthy of its outer show, lie the white washed bungalows of the Chief Officers.

Walwan, lying upon a highway, is hardly a fair specimen of the average native villages. To see these in perfection you should visit the out-of-the way parts of Gujerat or Kutch. As in the mining settlements of the Brazil, Walwan mentioned by Murray, consists mainly of one long line of tenements along the road, doubtless so placed for the convenience of selling and buying. The suburbs are "Jhompris" (hoves) of torn matting and ragged leaf-thatch while here and there a big well with wheel or log spreads an emerald patch over the golden stubbles. The "high street" shows wattle and dab houses and the usual shady verandahs of the "native town;" porches supported on posts with or without carved corbels; while the neat bazaar under the charge of crummy Banyans occupies the post of honour in the centre. Flags, grain baskets and straw stacks raised above ground are attached to the houses and the courts. The east end is the religious part of the hamlet, the residence of the Brahman and of the Ramosi, who has planted a few stems of tobacco along his wall. Here lies the great tank, stone-rivetted during its palmy days: the masonry, however, in most places has now given way to mud; here the women of the village gossip and draw water and here the juvenile population gathers to chaff and jeer the passing stranger. The sheet of water is girt by the tallest trees, chiefly figs, the mandrukh and the gullar whose fruit is relished by monkeys; and under the spreading canopy rises the whitewashed Tulsi altar and another of cut basalt, with two steps, four horns like the classical forms of Greece and Rome, and the vermilion'd tablet which bears the alt-relief of the god. You will rarely pass through Malwan and its conginers, between 6 A. M. and noon tide without seeing a string of Brinjaris carrying down grain to the coast or salt into the interior, on their padded oxen which straggle about at the rate of two miles an hour. Each caravan is under a Naik, and evidently these people are of many castes; some wear the Janeo (thread of the twice-born): others do not; the former refuse to touch meat, which is not forbidden to the latter. Much has been written about the women and the three breeds of dogs, but I shrewdly suspect that much more remains to be written. Generally the Brinjaris have been identified, as also have been the "Nats" or "Nathas" with the Gipsies, to whom they bear a superficial resemblance. This is a mere mistake, the Romanis are an Indian people, from the great Valley of the Indus. I settled this question as early as 1849.

Finally the characteristic odour of Lanauli is coal; that of Walwan a mixture of spices, strong smelling flowers; at times roast Hindu and always "gobar" which the Americans of the Far West call "buffalo chips." There we have the symbol of European restlessness, the voice of the steam-engine. Here morning opens with the chattering of human beings; the cries of the crows and the chirping of birds while sunset ushers in a dead silence as of the grave.

Excuse these straggling notes and believe me, yours, &c.

R. F. BURTON.

Sehwan, Indus, 24th March.

BOMBAY.

A SUSPICIOUS CHARACTER.—Bunnoo Chand, a noted character, was yesterday convicted by Mr. Dosabhoy Framjee, at the Girgaum Police Court, of having in his possession sundry articles of wearing apparel and a canvass bag, the property of Noorbee, woman and reasonably suspected of being stolen or fraudulently obtained. He was sentenced to three months' hard labour in the House of Correction.

COMMITTED TO THE SESSIONS.—On Tuesday last the noted Purdasees, named Bissiswar Bucktawur, was committed by Mr. Dosabhoy Framjee, at the Girgaum Police Court, to take his trial at the ensuing Criminal Sessions of the High Court, on the charge of housebreaking and theft of property belonging to Vunmallee Jeths, consisting of currency notes, cash, ornaments, &c. of the collective value of Rs. 306.

FATAL ACCIDENT.—At the adjourned inquest held yesterday at the Coroner's Office, Fort, in respect to the circumstances connected with the death of Byramjee Jamsetjee Colab, the following verdict was returned by the jurors:—"That the death of the deceased was caused by tetanus consequent on a lacerated wound over the left temple, the result of his having been accidentally knocked down by a horse in a shigram."

MUSIC AT THE VICTORIA GARDENS.—The following is the programme of music to be played by the Band of H. E. the Governor at the Victoria Gardens this evening at 5-45 P.M.:—

Quadrille ..... Les Brigands ..... Strauss.
Overture ..... Quatre Fils Aymon ..... Balfe.
Valse ..... Casino Tanze ..... Gung'l.
Cavatina ..... Il Burgomastro di Zalamea ..... Donizetti.
Selection ..... Le Postillon de Lonjumeau ..... Adam.
Galop ..... Up and Off ..... Faust.
GOD SAVE THE QUEEN.

AN IMPOSTOR.—Junhardun Hurry, late a police ramoosee, was yesterday convicted at the Fort Police Court, by Mr. Nana Morojee, of obtaining money under false pretences from a cart-driver, by threatening to make the man give him a sum of Rs. 2 "for driving his cart without obtaining a badge from the Commissioner of Police, stating that he (defendant) would take him in custody if his request was not complied with. The prisoner was sentenced to four months' hard labour in the House of Correction. There were three other charges of a similar nature against the same man, but the charges were allowed to be withdrawn.

REFRACTORY SEAMEN.—John Cochrane and eight other seamen, of the ship Parthia, were yesterday charged at the Fort Police Court, before Mr. Nana Morojee, with wilful disobedience in refusing to do duty on board that ship, of which they are articled seamen. The defence set up by defendants was ill-usage from the hands of the boatswain of that vessel, and of being constantly assaulted by him. His Worship remarked that that was no excuse to refuse duty, as he was willing to grant a summons against the party they complain of, and would advise them to proceed on board and resume their work. The defendants declined to follow this step, thereupon they were each sentenced to one week's hard labour in the House of Correction, and to be sent on board at the expiration of that term of imprisonment.

EMBEZZLING SHIP'S STORES.—Yesterday, at the Fort Police Court, before Mr. Nana Morojee, Charles Sulling, the second officer of the ship Glenhaven, was charged at the instance of Captain A. Foreshaw, the master of that vessel, with embezzling ship's stores (rum) belonging to the ship Glenhaven. The evidence for the prosecution went to show that the defendant on the night previous entered the captain's cabin and attempted to make off with some cash belonging to the captain. On the captain hearing the noise of a person moving about his cabin he got out of bed, but the man who is supposed to have been the defendant, made his escape, and subsequently the defendant was arrested when he was found to be in liquor and a bottle of rum, a portion of the ship's stores, was also found stowed away in a coil of rope. The defendant in his defence appeared to state that he was on a visit to a ship-mate who was proceeding to sea this day, where he became the worse for liquor and was not aware of what he had done after that. The Magistrate, in disposing of the case, strongly commented on the bad conduct of the defendant, and sentenced him to eight weeks, hard labour in the House of Correction.

SOCIETY OF ST. VINCENT DE PAUL.—This Society was established about twenty years ago with the object of providing the poor with such succour in kind (not in money) as upon personal enquiry is deemed suitable to their condition, to visit them at least once a week at their dwellings, and to give them any other material or moral support not foreign to this principal aim. The visiting members chooses for relief those persons who are suffering from pressure caused by the illness or death of some working member of the family, and who by such aid is herein provided, are enabled soon again to resume their position as independent members of society. The Rev. Dr. Meurin, S. J., is the patron, and Mr. Justice Green, president of this useful society. From the annual report just published of the operations of the institution for the year ending November 30, it appears that the council of management was able to lessen the misery and the hardships of the poor under its charge. The funds during the year amounted to Rs. 11,846, which, added to the balance at the close of last year, give a total of Rs. 17,433. The several conferences, as the managers of different districts are called, have spent in the relief of 587 persons a sum of Rs. 7,840. The committee of St. Vincent's Poor Home at Bandora have spent Rs. 3,248, for the shelter of 47 persons in the Home. The sum of Rs. 413 was spent by the committee in affording aid to 70 persons in urgent cases. The items of expenditure are interesting:—

For loaves	Rs.	1,108
„ Rice	„	2,716
„ Firewood	„	625
„ Meat and Fish	„	1,056
„ Clothing, house rent, medicine, &c.	„	2,332

The number of non-Christians relieved during the year was 80 persons. The Society subscribed Rs. 50 to the Ahmedabad Relief Fund raised in behalf of those who suffered by the late floods. In 1866 the committee sent Rs. 800 in aid of the Bengal Famine Relief Fund.

WEEDING THE ACCOUNTS OF A MONEY-LENDER.—We are glad to learn that Colonel Wallace, the Judge of the Karrachee Court of Small Causes, who but lately reverted to his post, is determined on putting down usury. He made an example of a money-lender the other day by awarding a very trifling amount of instalments in liquidation of the money-lender's claim, and disallowing the greater portion of his interest charges. A few more such examples cannot fail to have the desired result.—*Sindian*.

YOUNG KURRACHEE.—The steamer which left for Bombay yesterday conveyed from our shores Mr. Hormusjee Jamsetjee Rustomjee, the well-known merchant of this city, who will proceed to England and the Continent on a business mission. Mr. Hormusjee has it in contemplation to extend his sphere of operations. His enterprising spirit sets no limits, apparently, to its aspirations, and we doubt not that he will before long have a business second to that of no house in Kurrachee. Mr. Hormusjee is the first Parsee in Kurrachee who has ventured to undertake a trip to Europe.—*Id.*

THE WAY THE WIND BLOWS.—The Rev. Mr. Weatherhead, from Bombay, conducted, we are told, both services at Mahableshwar on Sunday last. There was an unusually large number of people at the communion after the morning service, which was not over until past one o'clock. The people were greatly delighted with the visit of this excellent and evangelical clergyman who is so deservedly held in universal respect. —*Deccan Herald.*

ICE FOR MAHABLESHWAR.—Our Bombay correspondent informs us that the carrying of parcels by the mail contractor, complained of by us a short time ago, has met with due consideration at the hands of our Post Master General, Mr. James. He has ordered, our correspondent is informed, that the mail contractor should not carry parcels but those of ice and that too by special tongas and not in the mail tonga which carries the mail. Mr. Gardiner, the Post Master of Poona, informed us that the mail contractor could take parcels of ice and fish in the mail tongas at his own rates. If we are to believe the Post Master, then why does not the Postal Department reduce the rates for ice &c. to Mahableshwar and carry it themselves rather than allow the contractor to pocket the benefit who is clearly paid by Government for carrying the mails. Reduction of carrying ice, &c., has been made by the Railways and why not by the Postal Department?—*Id.*

GRANT ROAD THEATRE.

THERE is to be a "positively last appearance" at Grant Road Theatre on Friday night, the 7th instant. The advertisement in to day's issue shows what may be expected on this occasion. The farewell benefit is to be on behalf of Baroness Sers, when Miss Rose Cooper and Mr. Lionel Harding will act in the famous entertainment called "Matrimony," which had such great success in London. There is no doubt that

FRENCH FINANCING.

(Englishman.)

The French banks in Asia have shown a most remarkable activity during the last six months, and, what is most interesting, they are said to have been thus active from political, as much as from financial motives. The Comptoir d'Escompte in Calcutta is an important banking agent. Its sister institutions in Bombay and China hold a nearly equally good position. Since last November they have been buying commercial paper and document bills at apparently losing rates of exchange. The process is said to have been somewhat of the following description. The exchange on good paper, in most part bills payable in a few weeks or months, was, in November, something about 1s. 11d. for the rupee. The bullion market was just then beginning to become seriously disturbed. The French bank offered to take up liabilities at 1s. 10¾d. for the rupee. Rumours had meantime been spread that a great fall in silver was probable. The action of the Comptoir, which, having large continental connections, is supposed to be well informed, strengthened this fear, and many persons were only too glad to secure the terms offered by the French bank. The ordinary rate of exchange fell in a few days to 1s. 10⅜d. per rupee. The Comptoir again stepped in, and offered to buy at 1s. 10d. This new notion was again considered to point to great coming monetary disturbances in Europe, and their terms were again gladly accepted, and again the ordinary rate fell. We cannot say that these operations of the bank and the fall in silver stood in the relation of cause and effect; but it is quite possible that they hastened and aggravated the fall, particularly as this system of financing was carried out on a very large scale and persistently till the rate fell to 1s. 8¼d. A leading Calcutta merchant informs us that these operations in this city alone did not fall short of three millions sterling during the past cold weather. A precisely similar system was followed in China and Bombay, the branches there together buying to about the same extent as the Calcutta bank. It is difficult to explain such large transactions, equal to double the whole capital of the Comptoir, in the course of a few months. The explanation we have heard given is that the Comptoir was backed out and guaranteed against loss by some European bank, probably the Bank of France, which was, meantime, carrying on large operations to its own profit. It is also thought that the object of the operations may have been to cause the German Government, when parting with its silver, to get the least possible price for it, and to enable the French to hoard, as is their wont, with the greatest advantage. Another effect, it may have been thought, would be that the new gold of Germany, having been coined on an estimate giving a higher value to silver, would flow back to London, the great bullion mart of the world, the consequence being that the Germans would have had the expenses of coinage and carriage all for nothing. Nothing but a very sudden and very great fall in silver could have caused this result, and it is quite possible that the great and sudden fall, which has certainly occurred, may have been partly due to French political and financial ability confounded. It is a fact that much silver has gone back to Germany during the past two months, whilst ab has lost much gold.

PERAK EXPEDITION.

(From the Special Correspondent of the "Penang Gazette.")

QUALLA KANGSA, Monday, March 13th, 1876.

The country is settling down. Negociations have been entered into with the Kota Lama people with a view to allowing them to re-occupy their village quietly. This is tantamount to removing the fine which had been set on their heads. Toh Sin Lelah, however, their head man, is not to be let off, nor is Syder Alli the head man of Enggar. At present the Kota Lama men are apparently engaged in rebuilding their huts. Numbers of them are daily to be seen as a spit of land which runs out into the river near their mosque. Tom toming goes on frequently, and they even have got a wargong still. The other day when Rajah Mahmoud paid them a visit they fired a salute. Abdullah by the way, has been proceeding in a rather high handed way with Mahmoud. He has some grudge against him and after vainly trying to persuade our troops to punish him, took the law into his own hands and burnt Mahmoud's house and carried off his wives and children. *Apropos*, the Rajah Muda Yusuf has left Sayong in a huff and returned to his own Kampong, Saigong. One of his women has been carried off or has fled to some one here and is known to be in Qualla Kangsa. It is not quite certain who the gallant gay Lothario is, but the Rajah Muda objected and demanded the fair back again. He was told that when he gave up the murderer who is, it is known, harboured in his village, the frail one would be restored. The answer was his departure.

Since he left Saigong has been quieter o'nights. He [illegible] have musical entertainments, or noisy orgies [illegible]; and perched on a four poster bedstead [illegible]rn conductor using instead of the baton a [illegible]bell in which he beat time with untiring [illegible]

[illegible] his house blew on a horn with a dogged [illegible]would have commanded our admiration [illegible]econdary view, contented all our pre[illegible]en his [illegible] was gone, and it is with [illegible]d that I lasted extraordinarily well, he [illegible]and yelled, which was a sign for the [illegible]ewise, and they were not behind hand. [illegible] would stand the strain no longer his [illegible]prompted him to scrape a stick [illegible] bamboo flooring, a feat which the admiration that beamed from [illegible] of his fond papa. Such chorus, however, [illegible]nder storm of melody was too much as a [illegible]ven for Malayan nerves, and the inter[illegible]led up by the maids of honour with dances [illegible]e, while an extraordinary man, an Abyssinian I believe, used to perform before the [illegible]b, played most wonderful tunes on his [illegible]ed the buffoo generally. But this is all [illegible] is gone, and with him has gone his [illegible]pe.

[illegible] quarters and one hundred men of the [illegible]re at 4 o'clock this morning and marched [illegible] to Bukit Cantoon Club, halting at Gajah for [illegible]30 men of the 85th came in about noon.

Thursday, March 16th.

[illegible]ft here on Tuesday morning and reached [illegible]e afternoon, relieving Major Morley, in [illegible]th B. Company of the Buffs. The Buff[illegible]e Banda Bahru next day. On Tuesday [illegible]rters of the Goorkhas left. To-day the re[illegible] Buffs. Lieut. Col. Hill marches down [illegible]with the rest of the Goorkhas, and on [illegible]tenant Howlett takes away his Sappers [illegible] Captain Scott arrived this morning with [illegible]men of the 10th. The remainder are [illegible]morrow. The place seems quite deserted; [illegible]ive or six weeks ago there were forty [illegible]place: now the number will not reach [illegible]The country is as quiet as before. Two [illegible]ause up some days ago wishing to pro[illegible]with their cargo of rice, salt [illegible], &c. &c. They were stopped by Mr. Maxwell, [illegible]who told them they had better go back to [illegible]Sayong. They have, however, elected to stay here, [illegible]in the hope that they may manage to smuggle [illegible]. Mr. Maxwell, who left for Penang this morn[illegible]ing, has had a Malay police guard over them.

QUALLA KANGSA, Sunday, March 19th.

This place is very quiet now. The last of the 10th came in on Friday. It was about eleven when the baggage guard got in and the sun was very hot. No arrangements had been sent along with the detachment to pick up any men who might be obliged to fall out. The result was, that an unfortunate man, named Totty, a sergeant, got a stroke of the sun in consequence of which he died that night. This is rather a gloomy beginning of the occupation. The Malays are fishing away as vigorously as ever and have begun spearing by torch light again, which they had for almost entirely given for the last two months. There is no news of the whereabouts of Lelah. I remember a story of an old Highland minister who had to preach before a Southland congregation. He chose for his text, "and the devil goeth about like a roaring lion, seeking whom he may devour." It will be most dearly beloved brethren, he commenced, to consider the text under four heads: 1 Who the devil he is, 2 Whom the devil he was seeking, 3 Where the devil he was going, and 4 What the devil he was roaring for.

We might consider the probable residence and proceedings of Lelah in a similar fashion; but it would, I am afraid, be neither profitable nor edifying. Lelah is said to have been captured, but no one believes it. It is said that Kinta is to be abandoned. There really is no advantage in holding it, and as long as the "road" to the "capital" is a dismal swamp, it cannot be but expensive and irksome supplying a force there. Money would be much better spent on getting flat bottomed boats on the river. They would very soon pay their cost and would be invaluable, whether the country be annexed or not.

Moreover a force of 200 men is not sufficient to hold Qualla Kangsa as it is at present. Round the palisade and along the river bank there is nearly a mile of ground to protect, which cannot be at all adequately done by the force here, supposing the Malays were to attack in force.

MARAVILLA COCOA.—Taylor Brothers, London, having the exclusive supply of this unrivalled Cocoa, invite comparison with any other Cocoa for Purity—fine Aroma Delicacy of Flavour, and Sustaining Power. One trial will establish it as a favourite Beverage for breakfast, luncheon, and a Soothing Refreshment after a late evening.

MARAVILLA COCOA.—*The Globe* says, "Taylor Brothers' Maravilla Cocoa has achieved a thorough success, and surpasses in every other Cocoa in the Market. Delicate aroma, and a rare concentration of the purest elements of nutrition distinguish the Maravilla Cocoa above all others. For consumers of Cocoa, especially Invalids and Dyspeptics, we could not recommend a more agreeable or valuable beverage." For further favourable opinions *vide Standard, Morning Post, British Medical Journal*, &c., &c.

HOMŒPATHIC COCOA.—This original preparation, which has attained such a world-wide reputation, is manufactured by Taylor Brothers, under the most homœopathic advice aided by the skill and experience of the inventors, and will be found to combine in an eminent degree the purity, fine aroma and nutritious property of the fresh nut.

SOLUBLE CHOCOLATE, made in one minute without boiling. The above articles are prepared exclusively by TAYLOR BROTHERS, the largest manufacturers in Europe, and sold in tin-lined packets by Storekeepers and others all over the world.

MUSTARD.—Taylor Brothers celebrated "Challenge" brand is prepared from the Choicest Seed by a patent process which prevents fermentation, and at the same time retains the pungency and purity of flavour to a degree which no other process can accomplish. The double superfine quality is alone supplied. Steam Mills, Essex Place, London and Colonial Cabinet Mills, Bruges, Belgium.

EUROPEAN AND OTHER EXTRACTS

SILVER.

(Spectator.)

We fear there is little consolation in store for our Anglo-Indian friends. Their coinage is falling in value and it will continue to fall, and as far as we can see, there is no remedy, except one too heroic to be tried. The evil has been suddenly exasperated by a cause which will be temporary, namely the adoption of a gold currency in Germany; but it is, we fear, a very deep-seated one, and will continue for years to affect all who are interested in India, whether residing in the country itself or in Europe. There can be little doubt that long before the new silver discoveries, before 1852 in fact, the value of silver in India had begun to decline, the immense importation gradually glutting the demand both for coinage and for hoarding, till all prices began to rise and the rate of exchange with Europe to advance. The process was very gradual, but it was perceptible, and was between 1852 and 1866 repeatedly pointed out in the *Friend of India*. The fall was accelerated by the gold discoveries, and the consequent release of the silver coinages of the Continent and America, and finally, made rapid by the immense increase in the production of the metal consequent on the working of new silver mines, more especially in California and Nevada. While the gold supply of the world in the five years ending 1875 is one-third less than the gold supply of the five years ending 1856, the annual production of silver has increased from £8,000,000 in 1852, to £16,000,000 in 1875, and India and China, or rather, Asia at large, are required to absorb the larger portion of the increase. Europe may be said to have adopted gold and paper, and silver in a few years will, on this continent, be merely a token coinage, requiring only a million or two a year to keep it up. America is now using paper, and will by-and-by, when a return to specie payments has been decided on, use paper and gold—any silver wanted, moreover, being supplied by her own mines, and not counted in the export—and there is no reason to suppose that the demand for purposes other than coinage will greatly or rapidly increase. The increase of wealth creates a certain demand for silver furniture, spoons, forks, and the like, but this is restricted by the immense improvements in plating, by the use of gold instead of silver for many articles, and by the superior artistic usefulness of gilt-bronze and gilt-aluminium. The liability of silver to tarnish is a great drawback to its use in the arts, and so rich has the civilised world become, that few persons accumulate silver as treasure. A thousand pounds' worth of silver articles want a room to themselves, and of course the tendency to make great articles in silver—baths, and fonts, and so on—diminishes with the perception of their declining value. The bulk of the silver produced must go to Asia, and unless the need of internal currency extends there—which must be a slow process, as the tendency in India is to use cheques, hoondees, or native bills of exchange and bank-notes—the supply must ultimately exceed the demand, till the price of silver is continually forced down. The process may be very slow, but we confess we see no certain limit to it, except the expense of producing silver from the mine, and this limit is very far away. A well-informed correspondent of the *Times* affirms that half the present price will pay the Nevada miners well, and Nevada is only one of the silver-bearing territories which American enterprise will open up. They will have Sonora and Lower California, both argentiferous provinces, in a few years, while it is probable that the old argentiferous countries, like Peru, have never been scientifically *exploited*. Messrs. Mocatta and Co. report that they are already selling silver at 52½d. an ounce, or say, 12 per cent. under the old "normal" price of 5*s.* an ounce, which it attained so late as 1872, and quite 10 per cent. under prices known since 1860, and they expect a further and a heavy fall. What indeed is to arrest it, except an unexpected development of the need for coinage in India and China? If it goes on, the suffering among those interested will be most severe. Already incomes in India have lost one-third of their value from a rise in prices, due in part, though of course only in part, to the fall in silver. Already the losses of the Government of India in remitting the money needed at home for their expenses for the interest on the Home Debt, and for the payment of railway dividends, exceed a million a year, till we suspect they will, before long, be obliged to reduce seriously the official rate at which pensions and so on are calculated; and already Anglo-Indians receive remittances from property of profits on Indian Silver Consols feel as if their remittances were cooked by [illegible]—that is, subjected to an enormous tax of more than two shillings in the pound. Part of this feeling is, of course, unreal, and due to the silly habit of calculating the rupee at the tenth of a pound, whereas, it has seldom been worth that amount for purposes of remittance since 1860. Still every fall of a half penny in the exchange closes Indian remittances against the pension payer 3 per cent., and the fall of 2 per cent in one fortnight, recorded by Messrs. Mocatta in their latest circular on the bullion trade, is a reduction on expected payments equal to an income-tax of four-pence-half-penny in the pound. No wonder that the Rupee Debt stands at such a discount, or that investors look upon it as an investment liable to such fluctuations, till at this moment, the total difference between the Indian Gold Five per cents., and the Indian Silver Five per Cents. is 11 per cent., more than a tenth of the whole value. Indeed, it would be much more, but for the fact that the Gold Five per cents. should be paid off. To-day's rates are not exaggerating, we will just quote the quite sensational as we think it—of a distinguished French economist, M. Cernuschi:—

"Seduced by the gold 'monometalism,' the European Continent has ceased to coin silver, but it had long coined it, and colossal sums are locked up in it. All this silver is to be called in and melted down, the more so as it circulates as a forced currency for a value it no longer possesses. All this silver is to be sold, and it is to London it will be sent to get gold—to London, already glutted with Californian silver vainly asking to be coined. Floods of silver going up the Thames, floods of gold descending; scarcity and decreasing value of the yellow metal, which is the only English currency, glut and depreciation of the white metal, which is the only Indian currency—the two conflicting 'monometalisms' are about to face each other—the one suffering from anæmia, the other from plethora; two crises instead of one—a gold crisis and a silver crisis. Gold will not be worth 15½, as in 1871, nor 17, as at present; but 20, perhaps 25, or more. The Indian rupee will no longer be worth two shillings gold, but one only. What a fate for all holders of stock payable in rupees, Bourse securities, and civil and military pensions! What irreparable losses for the Indian Railway Companies, which receive their income, but must pay in pounds sterling the interest of shares and loans issued in London! On what terms, too, will the Government be able to draw on Calcutta, Bombay, and Madras? Every fortnight it puts up to auction five or six million rupees at London. At the last sale but one a loss of 10 per cent. for the Government, at the last no bidders, and the crisis is only at the beginning. From Galle to the Indus what a monetary shock, what a rise of prices produced by the invasion of silver! What increasing alterations in the value of all contracts and all engagements fixed in rupees! The most terrible monetary storm ever known, breaking out in a conquered country, amid a population six times as large as that of the United Kingdom. Can England fold her arms? Can she say to trembling interests, 'Be patient; everything will end by finding its level?'"

What is the remedy? We will submit to experts who show us one, but to an ordinary judgment, it does not appear that any practicable remedy can be suggested, except the adoption in India of a gold instead of a silver coinage. Postponing the drawings on India may be a useful palliative for a moment, but a cure it is the merest child's-play. The Government must draw at last, or increase the Gold Debt here and so enlarge their drawings and their losses by exchange in future. A treaty among European Governments to throw silver slowly on the market—as has been suggested by Mr. Hankes—will never be arranged merely to relieve Indo-British trade, and would not, if it were, greatly diminish the productiveness of Nevada, which is the permanent origin of the mischief. Confidence in ultimate readjustment, such as the *Economist* advises, is an excellent thing, but the ultimate readjustment will not relieve either the Government, or the holders of the Silver Debt, or the merchants, who now ask how they are to deal with a country whose payments may alter 2 per cent. in a fortnight without calculable reason. There is, it is true, one effective cure, the demonetisation of the rupee, as recommended by a correspondent of the *Times* on Wednesday, and the substitution of gold for silver as Indian currency, but that is a task from which the boldest administrators might recoil. Lord Salisbury's foible is not feebleness of will, but this might well be too much even for his daring. Not to speak of difficulties which we believe to be imaginary—such as the native fancy for pure gold, and the risk of a burst of Asiatic superstitiousness, an idea, for instance, that all the silver was to be taken away from the people—the transaction would be one of unprecedented bigness. No one can state accurately the amount of coin in circulation in India, but it is certain that it must be enormous. All daily transactions are in silver, the distances are very great, the population is seven times that of Great Britain, the movement caused by the demand for revenue as well as by ordinary business incessant. We do not believe that the usual estimate of £120,000,000 is near the truth, and even when we get at the truth, we have before us only a part of it. Are we to demonetise all the native hoards as well as all their currency? There is not a peasant in India without his bag of buried rupees, which he means to remain buried for a quarter of a century. Are we to demonetise them, or are we to exchange them all? And if the latter, whence are we to get the necessary gold? It is easy to speak of the disturbance, but the silver market, but if India set herself to buy with silver £150,000,000 in gold, what would be the disturbance in both markets, or what the risk of sudden calls upon our small reserve of gold? The Directors of the Bank of England would be stupefied by the mere proposal to effect an operation so gigantic as a quick conversion, or to speak of the disturbance, loss and risk for years to evils as serious as those she escapes. Apart from the difficulty of getting any quantity of gold before France and Germany have completed their currency reforms, this proposal is one to establish a double currency, and its effect, in spite of what some French economists say, would infallibly be this:—Government would pay in gold, and receive in silver. That is, it would pay in the metal it wished to circulate, and receive in the metal people wished to get rid of. This would be the case in Europe if silver were cheaper than gold, but it would be the case in India if silver were even slightly dearer than gold, and for this obvious reason. The people prefer the gold to hoard, because it takes so little room, and is, value for value, comparatively so light. Very great quantities of English and Australian sovereigns are even now imported into India, but nobody ever saw one in circulation. They disappear instantly, being bought or kept for hoarding, either in concealment or in ornaments for the person. A thousand rupees is a great and visible mass, but a hundred pounds can be hidden in a hole among the bricks of a well. No girl could carry 2,000 rupees round her neck, but she can and does carry a long necklace of 200 sovereigns, bound by a silver wire. The first effect of a double currency would be to release vast quantities of silver now locked up, and so extend the existing difficulty. It would be years before the gold became visible as currency, and all the while Government would be exporting silver to America, Australia, and Europe, where it is not wanted to buy gold which Germany, France, and the Bank of England are straining every nerve to keep. The conversion of the German currency, which has nearly upset the bullion markets of the world two or three times, would be a joke to such an operation, which, unless effected so gradually as to do no good to this generation, would tax the whole strength alike of India and England. We do not believe that it will be attempted by any Indian Government, which would find it easier to raise additional revenue to meet its losses, or stop off some branch of public works, than to avoid them by so adventurous an experiment. A financial genius like Mr. Gladstone may see a remedy, but we confess we see none, except endurance.

If all the Governments of the world use gold, and the token currencies are full, and the mines more than supply the demand for the arts, what will the ultimate value of silver be?

THE DILEMMA.

(Blackwood's Edinburgh Magazine for March.)

(Continued from the "Bombay Gazette" of March 21.)

FRED'S visit to The Beeches came to an end next day. Yorke went with him as far as London, to look out for a second horse, it being arranged that he should return the following morning in time to accompany Miss Cathy to the meet. Even if he could not procure a horse in the time, Jumping Joseph at any rate would be available, that useful animal having had but an easy day's work on the last occasion. Yorke wanted to find a groom also, for although there were plenty of spare men in Mr Peevor's stables, the horses there never got thoroughly groomed; but as regards feeding, that gentleman had so frequently adverted to the fact of there being plenty of forage available, that Yorke felt there would be no chance of being allowed to pay his own corn bill. In truth he was now established on the footing of a family friend. Mr. Peevor enlarged on the obligation conferred on them by his stay, and on his kindness in accompanying Miss Cathy out hunting; with such an escort he no longer felt nervous about his daughter going out. Mr Peevor being apparently under the impression that the proximity of another rider was a guarantee against falls. Yorke, for his part, felt that his visit, if prolonged much longer, must needs have a critical issue; but although his pulse did not rise higher at the prospect, he was nothing loath to let matters take their course as chance might dictate. He felt more interested in Lucy than a few days ago he could have believed it possible to be about any woman again, although not clear as yet whether he was in love with her; and he was still in doubt about the state of her feelings for him, and whether the little demonstrations in his favour which he could not but observe were spontaneous tributes to his effect on her, or parts of a design. This doubt perhaps rendered him less eager than he might otherwise have been; but if he could be sure that she really cared for him, why then——

The first-class passengers in the down train on the morning of Yorke's return to The Beeches were for the most part hunting men, bound to the next station beyond Hamwell, several horse-boxes bringing up the rear; but one occupant of Yorke's compartment was evidently not bent on the chase—a middle-aged man with square face and figure and short stubby hair, who wore black trousers and a white waistcoat, notwithstanding the season of the year. This traveller was attended to his carriage by a gentlemanly-looking person, bearing a basket, which the latter handed to him before himself retiring to a second-class compartment. The stranger, depositing the basket carefully by his side, sat bolt upright all the way down, as if it might injure the sit of his clothes to lean back, with a gloved hand holding the other glove (of lavender colour) and resting on his knee, and Yorke noticed that the fingers of the ungloved hand were short and stumpy and not over clean. This gentleman, with reference to Yorke's costume, ventured on the remark that he concluded Yorke was going hunting—hunting, he added, correcting himself; observing further that it seemed to be a fine hunting morning, a fine morning for hunting,—that is, if the night's rain had not made the ground too heavy—what one might call too heavy. The conversation dropped at this point, Yorke taking refuge in his paper, while the gentleman occupied himself with looking at the cushions on the opposite side of the carriage, occasionally lifting the cover of the basket beside him to peep at the contents. At Hamwell station he got out after Yorke, the gentlemanly-looking person coming up to relieve him of the basket. Passing through the station to the road outside, Yorke saw that the only carriage waiting there was Mr. Peevor's landau—the same in which Yorke arrived—the coachman touching his hat to the gentlemanly-looking person opened the door, for there was no footman, and the stranger was about to step in, when Yorke said, "We are apparently bound for the same destination; I presume, by coming by the same train." "I have the pleasure of speaking to Mr. Hankes?" "Ankes is my name, sir," replied the other; "my name is Hankes: after you, sir, if you please." When they were seated, the gentlemanly-looking person handed the basket in, and mounted on the box beside the coachman.

"Staying in the house, are you, sir," said Mr Hankes, as they drove along, "and going out hunting with Miss Catherine? She is wonderful fond of hunting is Miss Catherine, and a beautiful horsewoman—a beautiful horsewoman, as one may say, and a wonderful 'ard rider for a young lady—wonderful hard." In such conversation the drive was passed, Mr Hankes dropping his h's freely by the way, but always making a more or less successful effort to recover them. Arrived at the house, they were the two younger ladies in the hall; and Mr Hankes, taking the basket from the gentlemanly-looking person, presents each of them with a splendid bouquet of hothouse flowers, keeping two more in reserve for Mrs. and Miss Peevor, when they should be found. Mr Hankes made his offerings with considerable nervousness of manner, especially, so it seemed to Yorke, when approaching Lucy; and he noticed also that while Cathy, who was dressed for riding, received her gift without any embarrassment—merely saying, "Oh, thank you, Mr Hankes; what lovely flowers! I must take them up-stairs and put them in water; I can't wear them out hunting, you know"—Lucy blushed a little, and stood holding the flowers in her hand as if not knowing exactly what had passed during that brief space, the conviction suddenly possessed him—derived, perhaps, from his own unfortunate experiences—that Mr. Hankes was Lucy's avowed suitor. And somehow after arriving at this conclusion he no longer looked forward with the same eagerness to the business of the day, but found himself several times wondering how the inmates of The Beeches were occupying themselves during his absence. And such is the pettiness of human nature, that, while ashamed of himself for harbouring the notion, the rivalry of even Mr. Hankes seemed to heighten the interest with which he regarded the young lady.

And yet the occasion was one when a sportsman might well be absorbed in his pursuit. For although the afternoon turned out wet, the scent was good, and two foxes were found, each giving a capital run over a good line of country, which, however, did not cross Upper Shoalbrook Moor as on the last occasion, or anything too formidable for his companion, who acquitted herself admirably throughout the day. Yorke could not help observing, when he appeared at the cover side with Miss Cathy, that some of the people cast significant glances in his direction; William the groom, however, was also in close attendance up to that point, although he was lost to view immediately on the first fox being found. But Miss Cathy herself was at any rate under no delusion as to the matter; for on Yorke remarking as they rode home together what a pity it was her sister could not join in their sport, she replied, "Do you really think so? Don't you think gentlemen like girls best not to hunt? To be sure, I don't know many; but it always occurred to me as if they didn't half approve of my riding to hounds. I am sure if I were a man, I should not like my wife to do so." Can she be in the plot, too, thought Yorke, and playing up for her sister? But the young lady's manner was perfectly unaffected, and free from all appearance of guile.

That afternoon there was no early tea in the children's room, as Yorke had been looking forward to, thinking that Mr. Hankes could not follow them to that retreat, and that he should have the young ladies to himself. It was late when they got back; and heavy rain having come on both riders were wet through and had to seek their rooms, and the members of the household did not meet till just before dinner, which was earlier than usual this evening, Mr. Hankes having to return by the ten o'clock train. But it was a satisfaction to learn incidentally, as they sat down to dinner, that this gentleman had passed the morning in business and in walking about the grounds with Mr. Peevor, Lucy being with them during only a part of the time.

The conversation at that meal took more than ever the price-current form, Mr. Peevor making constant references to the new house at Norwood which Mr. Hankes had just finished building; while the latter, nothing loath, detailed to the company the various arrangements in progress for completing his little place, as he called it. As for example, Mr. Peevor would say,—"So you have quite settled to give the furnishing to Spruce and Garnish, Hankes?" to which Mr. Hankes replies that Spruce and Garnish were calculating fellows, but that, on the whole, he had thought it would be better to have the thing done properly while he was about it. "And the decorations for the hall, Hankes, tell us what you have arranged about them. Are you going to give the job to Stipple?" And Mr. Hankes explained that Stipple had already got the job on hand. And then how about the pictures? Our excellent Hankes must lay in some pictures, of course; and Mr. Peevor looked round to the company while he put the question, as if wishing to listen to the announcement which our excellent Hankes made in reply, that he had given a commission to Mount and Gilp, the dealers in Pall Mall, for pictures to the tune of five thousand pounds to start with—two thousand water-colour and three thousand boil, that is, oil paintings. "I don't know a great deal about art myself," added Mr. Hankes, modestly, "never having had over much time to learn about such things; but I like to see pictures on the walls; they make a man's 'ome look snug—they give us air of comfort to one's home, as they may say;" and old Mount has promised to look after the order himself, and I can trust *him*." Upon which Mr. Peevor made the remark to Yorke that they must not take our good Hankes's account of himself for granted on this head, for he had a really very good taste in pictures. Indeed it was amusing to notice the mild swagger which the worthy gentleman adopted towards his partner; whatever might be his business relations with Mr. Peevor, in presence of his daughters and in that gentleman's house Mr. Hankes was not going to say much in manner, perhaps from an inward sense of his imperfect command over the letter "h," affording to the other the evident gratification of patronising the one person with whom he could venture to take this liberty; for Mr. Peevor held this butler in manifest awe, and indeed every servant in the establishment stood punctiliously upon his rights, and knew better than to do anything beyond the strict line of his own particular duty.

"Well, if you *must* go, Hankes" said Mr. Peevor, when the carriage was announced at a little before ten o'clock, "the brougham is waiting;" and indeed, as Mr Hankes had not brought anything for the night, except the gentlemanly-looking person who was being regaled in the servants' hall, it was not apparent how he could stay. Mr. Hankes, however, did not give this excuse, but pleaded that he must positively be at the counting-house next morning at nine.

"And so then you say I hope to have the honour of showing you young ladies over my little place?" said Mr. Hankes to Lucy, advancing towards her to take leave—"for an honour I should feel it. We are still in a bit of a mess down there, but you can see what the place is going to be like now, and I think you would be pleased with the garden and 'othouses; hothouses plants have been my 'obby, you know, ever since I could afford 'em; and I think you would like to look round my orchids."

Lucy blushed a little, and said she supposed papa would soon name a day for going down. "Ah! if you would only name a day," replied Mr. Hankes; and the honest fellow spoke so earnestly, with a sort of sigh, and although in a low voice, so plainly as to be heard by every one in the room, which made Lucy blush still more.

"A perfect palace my worthy friend Hankes is building down at Norwood," said the host afterwards to Yorke, when they were alone together; "all the newest improvements, and everything in the greatest taste; and between ourselves, my Lucy might be mistress of it to-morrow—she has only to say the word; but the girl does not fancy the idea somehow; and certainly there is a good deal of difference in age." Mr. Peever, it may be mentioned, was about twice as old as his present wife. And although not sure whether this piece of information was di vulged as, part of a general scheme, or simply out of pure leakiness and while secretly ashamed of allowing himself to be affected by it, Yorke could not help being possessed in consequence with a growing sense of the obligation incumbent on him to save Lucy from so dreadful a fate. Acting under the influence of this feeling, before going to bed he made a definitive engagement to say another week. There would be four meets of the hounds during this time within practicable distance, to two of which Miss Cathy would go, leaving him to take the other two alone. Accordingly, his previous expedition having been unsuccessful, he went up to town again next morning to find a partner to share the duty with Jumping Joseph, still billeted in the roomy stables of The Beeches, where, although there were twice as many servants as were needed, and it seemed to be everybody's business to be looking after somebody else, there was at any rate no lack of oats, and the horses got themselves groomed somehow or other.

In this week, reflected Yorke, as he travelled up to town, there would surely be opportunity for gaining some clue to Lucy's feelings; and if he could discover that she really cared for him, and that he was not the victim of self-deception, played on by Lucy herself as well as the rest of the family, why then—truly a romantic ending of the absorbing passion of his life. For although Yorke was every hour beginning to think more of Lucy, and only wanted the encouragement of certainty to fall really in love, suspicion for the time held his feelings under restraint, and he was still able to compare her dispassionately with his ideal of what a wife should be, noting with critical eye her little imperfections. Brought up in a hotbed of luxury; to possess justsuch a mastering of accomplishments as serves to mark the want of better training; to get always each day to live a purposeless, dull routine, made up of changing dresses and idling about the grounds, perhaps receiving a stray visitor or two—certainly sitting down to twice as many wasteful meals as can be eaten; to have no duties, no interests, no cares; never to be of the smallest use to any living creature,—what a training for a wife and mother! And yet how many hundred girls in England were spending just the same dawdling, useless, unprofitable lives, who would never be missed outside the home circle, and hardly within it! But after all they could not well lead a more useless life than that of the ordinary English lady in India. And it is not Lucy's fault that her home surroundings are commonplace and dull. It is not she who is stupid, but the people about her. There cannot but be talent, and humour too, in the shapely little head that bears those sparkling eyes. They only want the opportunity to be brought out. Besides, it is not those most used to comfort and luxury who care most about them. The thing stales with use. Rather would those women be greedy of such things who have known the want of them, and look to marriage as a deliverance from the cares of poverty. No, there need be no fear that Lucy would shrink from the roughing of a soldier's life, if that became her lot, any more than that she has not a real woman's heart to give, if only one could be sure that it is really given.

People would say, no doubt, that he was a fortune-hunter, but he could afford to disregard such calumny—all he wanted was to find some one who really cared for him a little for his own sake. Others, again, might think he was making a misalliance, and would say spiteful things about Lucy's family; but so pretty and graceful and gentle as she was herself, she would surely outlive that. And, after all, in India nobody ever inquired who any one's father was.

(To be Continued.)

THE NEW GLACIARIUM.

ALTHOUGH for several years past the notion of a real ice-rink has existed on paper and in the minds of several inventors, it is only within the last two months that the idea has been realized, and that the theory has passed into practice. Skating on real ice during any weather and at any time of the year has now become possible; it is an accomplished fact. On a plot of land, behind the old Clock-house in the King's-road, Chelsea, and forming part of what was formerly Queen Elizabeth's nursery ground, and on which still exists a mulberry tree said to have been planted by that Queen, is situated the Glaciarium, the real ice skating rink. This rink is the result of Mr. John Gamgee's long and persevering labours to produce artificial cold at a low cost, his primary proposition having been to apply the cold so produced to the preservation of meat in carcase during its transport from the Colonies and elsewhere to England. The idea of the rink is, as we have stated, not a new one. More than ten years since Mr. A. W. Parker proposed to apply the principle of artificial congelation to the formation of Glaciaria or skating places, but he used brine as the congealing medium. Now, a saline solution is highly objectionable, inasmuch as it causes the destruction of all the iron surfaces with which it may come in contact by galvanic and chymical action. Moreover, it is itself congealable if subjected to too low a temperature or if the circulation be too slow, thus presenting the contingency of failure by obstruction. In the following year Mr. H. P. Gorgembre, of Pittsburg, U. S., patented a skating floor formed of ice, congealed from beneath by a series of boxes communicating with a refrigerating apparatus. In 1870, Mr. M. J. Tilghman, of New York, patented a method of preparing skating floors much in the same way, using for the purpose the well-known Carré freezing machine, of which several were required. In 1875 Messrs. H. J. West and G. du Vallon patented a skating rink, in which the ice was formed in the same way as in the previous cases, but was carried on an iron floor supported by iron girders bedded on concrete, the intervening spaces serving as conduits for the freezing fluid which was to be brine or cold air. Lastly, in the same year, and almost at the same time, Messrs. F. N. Mackay and D. Rae patented a precisely similar arrangement. None of these ideas, however, so far as we are aware, have ever been carried into practice.

Mr. Gamgee began his work in connection with the present rink at Chelsea about two years ago, and in 1874 he designed a rink in which the ice was carried on an iron plate or floor supported on iron girders which rested on a floor of wood, and this on a concrete bed. The spaces between the girders, the wood, and the iron plates served as conduits for the freezing liquid. This form, however, he subsequently improved upon until he so far perfected his designs as to produce the rink which we recently visited, and on which several noblemen and gentlemen—members of the London Skating Club—were skating with expressed satisfaction. This rink is an experimental one, and is to be supplemented by a larger one which is in course of construction. The present rink is 24ft. long by 16ft. wide, giving about 43 square yards of surface and is formed by a series of cast-iron pipes of rectangular section laid on concrete and grouted in cement. The pipes are connected at the ends, so that the refrigerating liquid flows regularly through them. The floor, which forms a broad shallow trough, was filled with water 2 in. deep on the 6th of February last, and on the 7th an excellent bed of ice was ready for skaters. The rink was then tested by Mr. Herbert Steward, the secretary of the London Skating Club, and has been in constant and uninterrupted use ever since. The rink is enclosed within a canvas-covered building, and has been subjected to a temperature of 63 deg. Fah. without manifesting any tendency to melt. The ice-dust produced by the skaters is occasionally swept off to be used in the operation of preserving solid the mass from which it was taken, as will be presently explained. The slight renewal necessary is effected by simply distributing water over the ice at the close of the day with a water pot.

Situated at a short distance from the rink is the machinery house, wherein the primary agents of congelation are at work. These consist, first, of a steam-engine, which drives an air pump, the function of which is to keep a few gallons of ether—only four, it is stated—in constant circulation. This ether is the means whereby the refrigerating liquid is kept at the temperature necessary for doing its work. The ether is first placed in the refrigerator, which consists of a copper casing about 5ft. square, and having a number of vertical tubes inserted in it. The refrigerator is placed in a wooden tank which just contains it, and in which it is surrounded by the cold-transmitting liquid, the ether being inside the copper casing. As the ether vapourizes it produces intense cold in the refrigerator, and as it does its work it is exhausted by the pump from the refrigerator and forced over into the condenser, where it liquefies, the latent heat becoming sensible heat and being transmitted to and extracted by the water of the condenser. This apparatus is somewhat similar in size and appearance to the refrigerator, except that the metal casing has a number of copper tubes placed horizontally instead of vertically, and that these tubes are double—that is, one within the other. The cold water flows through the inner tube and outside the outer tube, the other passing through the annular space between the two tubes, and being there liquefied. From a condenser the ether flows back to the refrigerator, thus being constantly kept in circulation, and suffering theoretically no diminution, and practically, it is stated, but very little.

We next come to the liquid used for producing and preserving congelation, and this is a very special feature in Mr. Gamgee's arrangement. A saline solution is objectionable for reasons we have stated. Other agents have been proposed, but they too would prove unsuitable in practice. In order, therefore, to guard against congelation and consequent stoppage or damage to the machinery by reason of chymical action, Mr. Gamgee uses a mixture of glycerine and water which is practically uncongealable, and which acts as a preservative of the metallic portions of the apparatus. Pure glycerine, it is true, congeals at a temperature of 12 deg. Fahrenheit if slightly agitated, but the aqueous solution employed by Mr. Gamgee remains uncongealed at a temperature below zero. To this fact the main success of the rink is due. This aqueous solution is placed in the refrig erator at starting, and after being brought down to the required temperature, which is between 15 deg. and 25 deg. below the freezing-point, it is pumped gently up into a store tank placed about 10ft. above the ground, and from this it flows, by its own gravitation through about 55ft. of pipe to the rink. It then traverses the series of tubes embedded in the ice, and returns, still by gravitation, to the refrigerator whence it started, to be pumped up over again into the tank. Here, then, we have a second circulating system, perfect in its arrangement, and no less perfect in its working and results.

Reference has been made to the ice dust which has occasionally to be cleared off the rink. This dust is taken to the refrigerator, where salt is mixed with it. This refrigerator is placed at the head of the larger one, and the pipe through which the cold-transmitting liquid returns to the latter passes in a coil through the former, and the liquid is here reduced in temperature, the economy of the process being promoted. This completes the ingenious arrangements for producing the real